One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Agenda - Final

Thursday, April 23, 2026

10:00 AM

Watch online: https://boardagendas.metro.net
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

Board of Directors - Regular Board Meeting

Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting not withstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at https://www.metro.net or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.
Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - https://records.metro.net
General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - https://www.metro.net
TDD line (800) 252-9040
Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on April 23, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 23 de Abril de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 8, 9, 10, 11, 12, 20, 21, 22, 24, 27, 31, 32, 33, 34, 36, and 39.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 7.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0309

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0310

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

35. SUBJECT: RENEWABLE NATURAL GAS (RNG) PROVIDER 2026-0134

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

END OF NON-CONSENT

45. SUBJECT: CLOSED SESSION 2026-0320

A. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One case)

B. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

C. Threat to Public Services Or Facilities - Government Code 54957(a)

Consultation with: Chief William Scott, Chief of Police & Emergency Management, Los Angeles County Metropolitan Transportation Authority

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer

CONSENT CALENDAR - ITEMS 2, 5, 6, 8, 9, 10, 11, 12, 20, 21, 22, 24, 27, 31, 32, 33, 34, 36, AND 39.

2. SUBJECT: MINUTES 2026-0308

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 26, 2026 and the Special Board Meeting held April 15, 2026.

Attachments: Regular Board Meeting MINUTES - March 26, 2026
March 2026 RBM Public Comments
Special Board Meeting MINUTES - April 15, 2026
April 2026 SBM Public Comments

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

5. SUBJECT: WESTLAKE/MACARTHUR PARK B/D LINE STATION JOINT DEVELOPMENT 2026-0022

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO), or designee, to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Walter J Company (Developer) to extend the term for one year for the joint development of 1.8 acres of Metro-owned property at the Westlake MacArthur Park (B/D) Line Station (Station) in the City of Los Angeles (City).

Attachments: Attachment A - Site Map
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6. SUBJECT: I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT 2025-0841

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 10 to Contract No. AE333410011375 with Parsons Transportation Group, Inc. (PTG) to provide additional professional services needed to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project (I-605 CMIP) in the amount of $21,826,798, increasing the total contract value from $28,723,699 to $50,550,497 and, extend the period of performance from September 30,

2026, to December 30, 2028; and

B. EXECUTE Modification No. 10 to Contract No. AE5204200 with HDR Engineering, Inc. (HDR) to provide additional professional services that are needed to complete the environmental phase of the I-605 CMIP in the amount of $25,108,331, increasing the total contract value from $38,559,071 to $63,667,402 and extend the period of performance from September 30, 2026, to December 30, 2028.

Attachments: Attachment A - Motion 42
Attachment B-1 - Procurement Summary
Attachment B-2 - Procurement Summary
Attachment C-1 - Modification Log
Attachment C-2 - Modification Log
Attachment D-1 - DEOD Summary
Attachment D-2 - DEOD Summary
Attachment E - I-605 CMIP Multimodal & Complete Streets Framework May '25
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

8. SUBJECT: ASSESSMENT OF NEW VAN NUYS SERVICE CENTER FOR SAN FERNANDO VALLEY RIDERS MOTION 2026-0297

RECOMMENDATION

APPROVE Motion by Padilla, Dutra, Bass, Horvath, Dupont-Walker, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Evaluate current and projected demand for in-person customer service in the San Fernando Valley, including reduced fare applications, TAP card services, lost and found, and fare media purchases, with particular attention to underserved and transit-dependent communities;

B. Evaluate Metro's prior Customer Center at Sherman Way and Van Nuys Boulevard, including historical usage, services provided, and the circumstances of its closure;

C. Develop an inventory and geographic analysis of the existing network of TAP vendors, retail outlets, and service points in the Valley, including gaps in coverage;

D. Assess Metro-owned properties in and around Van Nuys and their potential to support a customer service facility, staff consolidation, and/or mixed-use transit-oriented development, in coordination with Metro's real

estate and planning functions;

E. Evaluate the LIFE program office's current role in the Valley and how an expanded customer service presence could better integrate fare assistance, eligibility support, and community outreach; and

F. Identify options to improve customer service access, including a full-service flagship center at or near Van Nuys station, expanded TAP vendor partnerships, mobile service events, community-based partnerships, with anticipated costs and implementation timelines for each. Report back within 180 days with an assessment of customer service access in the San Fernando Valley and a concrete plan to enhance in-person customer support.

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

9. SUBJECT: DEVELOP WELL DESIGNED TRANSFER HUB AS PART OF SEPULVEDA TRANSIT CORRIDOR DESIGN REFINEMENTS MOTION 2026-0299

RECOMMENDATION

APPROVE Motion by Padilla, Dutra, Bass, Horvath, Dupont-Walker, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Establish Van Nuys as a major regional transit hub connecting the G Line, the East San Fernando Valley Light Rail Project, and the Sepulveda Transit Corridor, recognizing that the G Line and ESFV designs are locked and that the Sepulveda Transit Corridor, particularly its Initial Operating Segment, represents the primary remaining opportunity to design for seamless, hub-quality transfers;

B. Direct the Sepulveda Transit Corridor project team to incorporate Van Nuys transfer functions, consistent with Metro's 2018 Transfer Design Guidelines, as a core design requirement for the IOS, including intuitive wayfinding, accessible connections, safe and comfortable transfer environments, and a station area designed as a regional destination, and ensure this work is synchronized with the IOS design refinements currently underway so that hub-quality transfer standards are embedded before those refinements are resolved;

C. Identify near-term strategies to improve rider experience at the existing G Line and future ESFV station areas within the constraints of those projects' current design and construction status;

D. Assess joint development potential and asset monetization opportunities

on Metro-owned and adjacent City-owned property near Van Nuys, coordinating with the City of LA's analysis of four City-owned parking lots and the Van Nuys Civic Center planning process; and

E. Report back within 9 months on opportunities, constraints, and recommended next steps for advancing Van Nuys as a regional transit hub, with findings timed to inform and align with the ongoing IOS development process.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

10. SUBJECT: TUNNEL ADVISORY PANEL SERVICES 2026-0137

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or their designee to:

A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) $781,459 increasing the total contract value from $329,562 to $1,111,021 and extend the contract from June 30, 2026, to June 30, 2029;

B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $781,610, increasing the total contract value from $3,671,235 to $4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and

C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $642,469, increasing the total contract value from $1,586,457 to $2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.

Attachments:
Attachment A - Procurement Summary
Attachment B - Contract Modification Change Log
Attachment C - DEOD Summary (CONTRACT NO. PS1334-5600)
Attachment D - DEOD Summary (CONTRACT NO. PS-8510-2493)
Attachment E - DEOD Summary (CONTRACT NO. PS1620-8000)
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

11. SUBJECT: JOB ORDER CONTRACTING SERVICES 2026-0041

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of $5,000,000, increasing the total NTE contract amount from $499,999 to $5,499,999.

Attachments:
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

12. SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT 2026-0098

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of $7,501,189, increasing the Total Contract Value from $20,714,530 to $27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and

B. APPROVE programming an additional $10,701,189, increasing the programmed Measure R 3% and TIRCP funds from $26,378,741 to $37,079,930, in order to achieve shovel-ready project status.

Attachments:
Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Attachment D - Brighton to Roxford Funding and Expenditure Plan
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

20. SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES 2025-0881

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS73428000 with Genex Services, LLC in the amount of $259,125 to continue to provide workers' compensation utilization and peer review, physician consulting, and expedited review services, increasing the contract value from $609,090 to $868,215.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

21. SUBJECT: PROPERTY INSURANCE PROGRAM 2025-1060

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of $10 million for the 12-month period of May 10, 2026 through May 10, 2027.

Attachments: Attachment A - Recommended Program Pricing and Carriers
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

22. SUBJECT: FY2026-FY2030 CONSOLIDATED AUDIT 2026-0191

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-year, firm fixed unit rate Contract No. PS135819000 to Vasquez & Company LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Attachment A (Package A) for fiscal years (FY) 2026-2030 in the Not-To-Exceed (NTE) amount of $2,715,634, effective May 1, 2026,

subject to the resolution of any properly submitted protest(s) if any; and

B. AWARD a five-year, firm fixed unit rate Contract No. PS135819001 to Simpson and Simpson LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Attachment B (Package B) for FY2026-2030 in the Not-To-Exceed (NTE) amount of $3,121,225, effective May 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Package A
Attachment B - Package B
Attachment C - Procurement Summary
Attachment D - DEOD Summary
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

24. SUBJECT: REAL ESTATE & TRANSIT ORIENTED COMMUNITIES ENVIRONMENTAL SERVICES BENCH 2026-0139

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD three, seven-year task order-based bench Contracts for Real Estate & Transit Oriented Communities Environmental Services for a total Not-To-Exceed (NTE) amount of $17,390,400 to the following firms, subject to resolution of any properly submitted protest(s), if any:
   1. Kimley-Horn and Associates, Inc. (Contract No. AE135067001)
   2. Polytechnique Environmental, Inc. (Contract No. AE135067002)
   3. TRC Solutions, Inc. (Contract No. AE135067003)

B. AWARD individual task orders in an amount not to exceed $1,800,000.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

27. SUBJECT: METRO CLIMATE CARD PILOT PROGRAM 2026-0211

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743.

Attachments: Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: EMERGENCY SECURITY OPERATIONS CENTER (ESOC) AUDIO-VISUAL MAINTENANCE AND TROUBLESHOOTING SERVICES - CONTRACT MODIFICATION 2026-0100

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS136554000 with Advanced Cable Solutions to incorporate additional scope and funding associated with the implementation and maintenance of a redundant video wall processor system, in the amount of $660,785, increasing the total contract Not-To-Exceed (NTE) amount from $498,000 to $1,158,785.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

32. SUBJECT: TUNNEL GROUTING SERVICES 2026-0162

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) task order contract, Contract No. OP129922(2)000 to Keller North America, Inc., for Tunnel Grouting Services, in the Not-To-Exceed (NTE) amount of $9,464,800 for

the five-year base period and $607,444 for the first one-year option, $631,854 for the second one-year option, and $657,628 for the third one-year option, for a combined NTE amount of $11,361,726, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

33. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES 2026-0176

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate contract, Contract No. OP1349930008370 to Los Angeles Glass Company, Inc., to provide glass replacement and installation services systemwide for a Not-To-Exceed (NTE) amount of $4,737,385.00 for the three-year base period, effective July 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

34. SUBJECT: TUNNEL WASHING SERVICES 2026-0177

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP122327(4)000 to Parkwood Landscape Maintenance Inc., to provide tunnel washing services systemwide for a Not-To-Exceed (NTE) amount of $5,295,000.00 for the five-year base term, effective July 1, 2026, subject to the resolution of any properly submitted protests(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

36. SUBJECT: ELECTRIC VEHICLE CHARGING STATIONS - OPERATION & MAINTENANCE 2026-0030

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed unit rate contract, Contract No. OP127536000 to Axxera Inc. for the Electric Vehicle Charging Stations - Operations & Maintenance services, inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $2,373,210, and $1,008,000 for the first one-year option, and $1,008,000 for the second one-year option, for a total NTE amount of $4,389,210 subject to the resolution of any properly submitted protest, if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

39. SUBJECT: DEPARTMENT OF PUBLIC SAFETY POST ORDINANCE 2026-0075

RECOMMENDATION

APPROVE the ordinance affirming Metro's commitment to meet the minimum recruitment and training standards for peace officers and public safety dispatchers set by the California Commission on Peace Officer Standards and Training (POST) (Attachment A).

Attachments: Attachment A - POST Ordinance
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0311

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

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

Board Report

File #: 2026-0310, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
APRIL 23, 2026

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

powered by Legistar™

Report by the CEO
Item #4



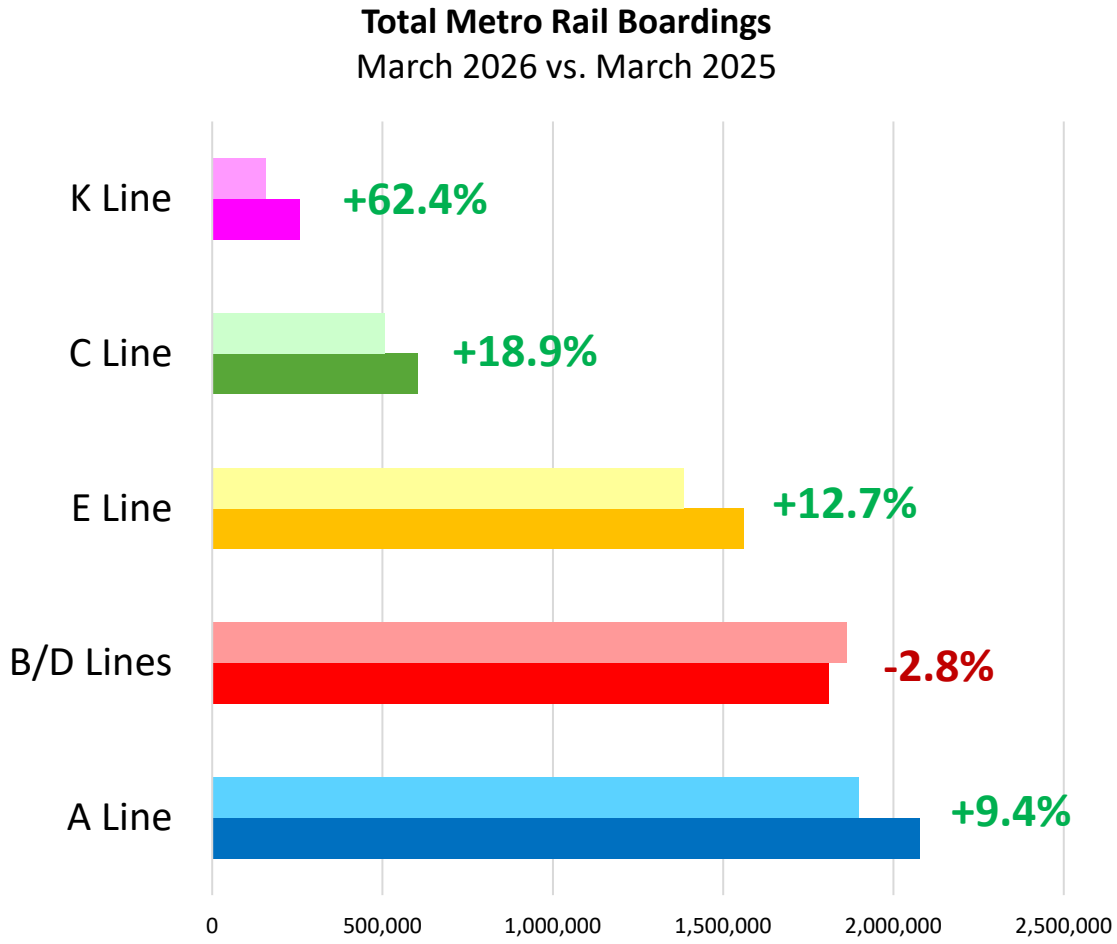
Metro

CHIEF EXECUTIVE OFFICER

April 2026

Rail Continues Powering Metro's Ridership Gains

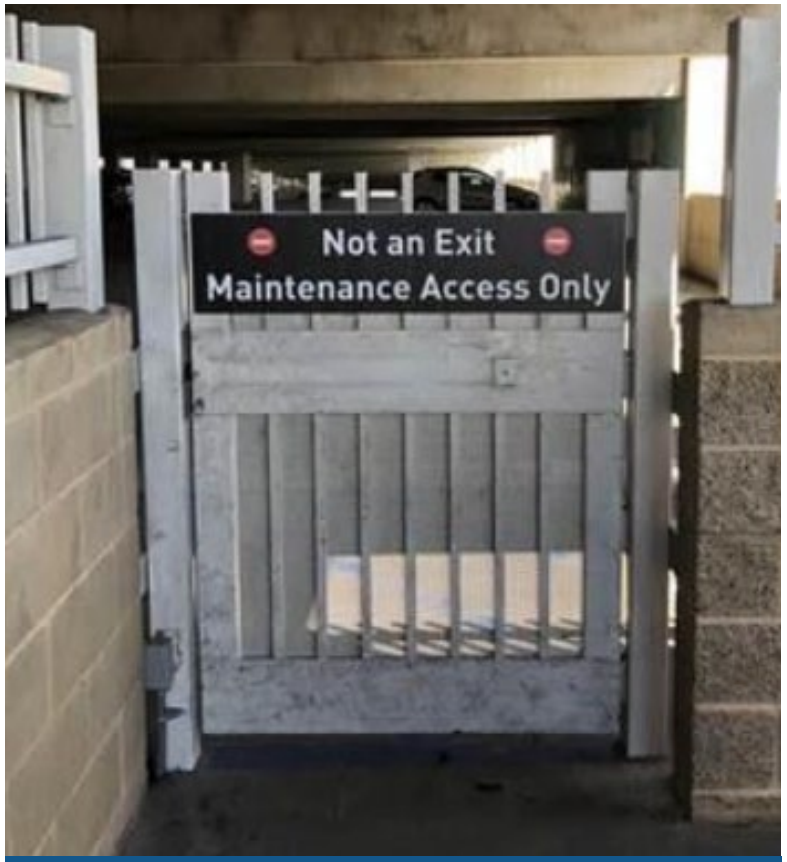
- Overall, systemwide ridership increased 1.1% year over year
- Rail ridership increased 8.6%
  - Weekday rail ridership increased 8.4%
- Both C and K Lines saw about 100,000 more boardings year-over-year



Enhanced Emergency Swing Gates Help Boost Paid Entries

Retrofitted ESGs with taller fare gates lead to:

- 50% increase in valid TAP entries at Sierra Madre Station (A Line)
- 384% increase in valid TAP entries at Douglas Station (K Line)



Before: Legacy ESG with easy access to the push bar for determined fare evaders



After: The same ESG with the push bar removed and additional enhanced access control strategies

Autism Awareness Month







Addressing the Needs of Neurodivergent Riders

- Enforcing Metro's Code of Conduct, especially about loud music, smoking, taking up seats, and fare compliance
- Improving customer service training to recognize and address the needs of neurodivergent riders
- Starting a travel-training program with neurodiverse riders
- Building 'calm spaces' so riders can take a break from the noise and frenzy at our stations.
- Workforce development pipeline

Motion 32.1 by Directors Mitchell, Yaroslavsky, Dupont-Walker, Butts, Sandoval, & Padilla

Happy Retirement, Shahrzad Amiri

Thank you for more than 36.5 years of service to Metro and the people of LA County!



Metro | CHIEF EXECUTIVE OFFICER

Putting People First

April 2026

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

File #: 2026-0134, **File Type:** Contract **Agenda Number:** 58.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: RENEWABLE NATURAL GAS (RNG) PROVIDER

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

ISSUE

Metro uses Renewable Natural Gas (RNG) fuel to power the engines on the majority of the bus fleet. RNG fuel is currently being procured under four contracts due to previously limited RNG availability from one single supplier.

RNG remains a critical bridge fuel during Metro's transition to a fully Zero-Emission Bus (ZEB) fleet. As charging infrastructure is constructed and new electric buses are phased into service, RNG ensures uninterrupted transit operations while maintaining progress toward greenhouse gas and criteria pollutant reduction goals. Maintaining a reliable RNG supply during this transition period protects operational continuity, safeguards service reliability, and provides flexibility as Metro refines future fleet and energy demand projections.

BACKGROUND

Metro's energy choices have far-reaching implications for climate, air quality, community health, and the stability of our transportation network. Recognizing this, Metro has made long-term commitments to energy efficiency, renewable energy adoption, greenhouse gas reductions, climate adaptation, and systemwide energy resilience. These commitments have been in place since 2007 and are reaffirmed

through the Board-approved 2019 Climate Action and Adaptation Plan, 2025 Climate Action and Adaptation Plan Update, the 2025 Energy Master Plan (EMP), and the 10-Year Strategic Plan, *Moving Beyond Sustainability*, and the 2026 MBS update.

Metro continues the development and installation of the electric bus charging infrastructure and procurement of new electric buses. Metro will continue to achieve greenhouse gas emissions and criteria air pollutant reduction goals during this transition by using Compressed Natural Gas (CNG) buses using RNG fuel during this transition.
Renewable natural gas can be difficult to differentiate from fossil fuel based natural gas, since both gases can be used interchangeably in the same applications. The main difference between natural gas and RNG lies in each gases' production methods, and consequently their environmental impacts.

RNG is a carbon-neutral fuel that captures human-generated biogas already present in the environment in landfills, wastewater treatment plants and livestock operations. Raw biogas or methane from these sources is then converted into RNG at a treatment plant. Methane capturing helps mitigate climate change by capturing harmful gases that would otherwise be released into the atmosphere and pollute the communities where landfills and livestock operations exist. RNG is considered renewable as it comes from naturally occurring sources.

DISCUSSION

As Metro phases in Zero-Emission Buses (ZEBs), beginning with the G and J-Lines, staff will be able to collect data to inform the pace of RNG reduction over the next few years. The phasing of new ZEB deliveries and completion of ZEB infrastructure will further refine the information. The contract's end date synchronization will provide staff with time to accurately assess future gas consumption needs, although RNG consumption is anticipated to decline with the expanded delivery and use of ZEBs. The procurement of electric buses is currently underway, and construction of the charging infrastructure is in process. As additional electric buses are placed into service, staff will be able to more accurately assess the declining demand for RNG as CNG buses are systematically retired from service. Additional funding is required to fuel the existing fleet of Metro buses operating on RNG to prepare Metro for any future significant cost fluctuations. This provides reliable, essential transit service to our customers through the smooth, uninterrupted operation of the bus fleet.

Consolidating the existing RNG agreements into a single contract structure improves administrative efficiency, enhances pricing transparency, and strengthens Metro's negotiating position in a maturing renewable gas market. A unified contract vehicle also allows Metro to better align fuel procurement strategy with long-term energy planning objectives outlined in the Energy Master Plan and Moving Beyond Sustainability framework. This structure enables Metro to respond to market conditions while maintaining consistency across divisions and fueling operations.

The issues and solutions to Metro's energy and climate change challenges are intertwined. In fact, more than half of Metro's climate change strategy is tied to energy, energy management, energy resiliency, and renewable energy. There must be an integrated approach moving forward, and the recommended award of Contract No. OP132076000 to Shell Energy North America (US), LP for Renewable Natural Gas (RNG) Provider Services is designed to fulfill that need. These services will ensure the protection of human health and the environment, address the challenge of operational

sustainability while ensuring a renewable, resilient and reliable energy future.

DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that all operating divisions have an adequate supply of renewable natural gas for the Metro bus fleet that provides safe, clean, and reliable transportation service for Metro customers. A reliable supply of RNG supports safe transit operations by ensuring uninterrupted fueling of the bus fleet. Maintaining stable fuel access reduces the risk of service disruptions that could affect customers who depend on Metro for essential travel. Operational continuity is a key component of system safety, and this contract ensures that bus divisions have the necessary fuel resources to operate safely and reliably.

The use of RNG further improves safety, as it is a carbon-neutral fuel produced by capturing human-generated biogas already present in the environment at landfills, wastewater treatment plants, and livestock operations. The capturing of these gases improves the safety of our communities by capturing the harmful gases that would otherwise be released into the atmosphere and pollute our environment.

FINANCIAL IMPACT

Funding for RNG will be included in FY26 and FY27 operating budgets in various bus divisions' cost centers, under project 306002 - Operations Maintenance, under line item 50402 FUEL CNG - REVENUE EQUIPMENT. Cost center managers and the Chief Operations Officer will be responsible for budgeting the cost of RNG in the future fiscal years.

Under the California Air Resources Board’s (CARB) Low Carbon Fuel Standard (LCFS) and the US Environmental Protection Agency’s Renewable Index Numbers (RINs) programs, Metro is currently generating carbon credits through the dispensing of natural gas for bus fueling and use of electricity for light and heavy rail propulsion. Specifically to renewable natural gas, the fuel's lower carbon index enables us to generate carbon credits. These carbon credits are managed through the Metro Office of Sustainability and sold by Metro’s Vendor/Contract Management, with proceeds reinvested towards Metro sustainability and resiliency initiatives, consistent with the 2020 10-year Sustainability Strategic Plan. Projected revenue from the future sale of carbon credits generated over the life of this contract is approximately $44.5 million.

Impact to Budget

The current sources of funds for this action are Federal 5307, Proposition A, Proposition C, Measure R, Measure M, and the Transportation Development Act. This funding is eligible for bus and rail operations.

EQUITY PLATFORM

Award of this contract advances Metro’s Equity Platform by delivering energy reliability improvements that protect communities most dependent on transit. lower-income riders, communities of color,

people with disabilities, seniors, youth, and essential workers disproportionately rely on Metro for daily access to jobs, healthcare, and basic services-and they are the first and hardest hit when outages disrupt service. The Energy Master Plan projects a 200% increase in electricity demand by 2050 and identifies three bus divisions and three park-and-ride facilities already operating in constrained utility zones, underscoring the urgency of strengthening system reliability to avoid disproportionate service impacts on equity-priority riders.

This action ensures the uninterrupted operation of Metro's bus fleet that serves Los Angeles County and disproportionately serves marginalized and vulnerable transit riders. RNG is needed to be able to provide reliable and safe bus service until ZEBs can be phased in and ensure that the bus fleet that serves most regions in Los Angeles County, including many underserved communities, can provide safe, clean, and reliable services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus Fleet Management works to maintain equity in bus assignments in accordance with Title VI of the Federal regulations. Fleet Management will continue to focus on maintaining equity in EFC/low-income communities as newer buses arrive in the coming years.

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Shell Energy North America (US), LP is expected to perform the work with its own workforce.

VEHICLE MILES TRAVELED (VMT) OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will support Metro's maintenance and continued success of its RNG bus feet, need to implement advanced strategies to meet our energy and climate goals and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The RNG contracts support Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Renewable natural gas is required for the bus fleet, providing clean, safe, and reliable transportation services for Metro customers.

In addition to supporting Strategic Goal 2, this contract advances Strategic Goal 5 by strengthening Metro's environmental sustainability leadership and accelerating progress toward greenhouse gas reduction and clean energy commitments. The use of RNG as a transition fuel aligns with Metro's

long-term electrification strategy and supports implementation of the Energy Master Plan and Moving Beyond Sustainability objectives.

ALTERNATIVES CONSIDERED

The alternative is to continue procurement of RNG utilizing the four contracts with various contract end dates. In this scenario, Metro would still need to increase the contract authority for three contracts, Contract No. OP59812000A with Clean Energy, Contract No. OP59812000B with Shell, and Contract No. OP59812000C with Trillium as a separate board item. This approach is not recommended since conversion to a single contract for RNG is expected to provide better pricing and services for the delivery of natural gas. There is currently enough renewable natural gas supply accessible to any single supplier in the market. Procurement of renewable natural gas from retail stations outside of the contract is not feasible due to the large size of our bus fleet. The procurement of non-renewable natural gas is not recommended as it would result in the loss of environmental benefits, carbon credits, and revenues.

A single consolidated contract structure also improves coordination across divisions, simplifies contract administration, and enhances Metro’s ability to manage fuel procurement in response to evolving market conditions. This approach reduces duplication of effort and supports integrated planning across fleet operations and energy management programs.

Another alternative considered to address price volatility is hedging. Commodity Swap/Cash Settlement Agreements ("Commodity Hedges") can be entered into to mitigate the volatility in index pricing. Staff monitors the market pricing of Commodity Hedges regularly. Historically, on average the price of entering Commodity Hedges has either exceeded the price of purchasing RNG at market rates or RNG market rates have fallen within a reasonable range of annual budgetary tolerance. At this time, staff does not recommend entering into Commodity Hedges but will continue to monitor market pricing of these instruments.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP132076000 and proceed with issuing Task Orders as the need for these services arise. Material activities and work products relative to the support provided by this contract will be included in Metro’s annual sustainability report.

Staff will continue monitoring RNG market conditions, carbon credit performance, and fuel consumption trends as Zero-Emission Buses are deployed. Updates will be incorporated into Metro’s annual sustainability reporting and budget planning processes to ensure alignment with operational needs and long-term energy strategy.

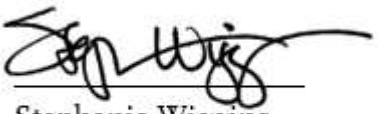
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471

Uduak-Joe Ntuk, Senior. Director, Environmental Compliance/Sustainability, (213) 523-9351
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by Tim Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY
RENEWABLE NATURAL GAS (RNG) PROVIDER/OP132076000

1.	**Contract Number**: OP132076000	
2.	**Recommended Vendor**: Shell Energy North America (US), L.P.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 07/02/2025	
	B. Advertised/Publicized: 07/03/2025	
	C. Pre-Proposal Conference: 07/09/2025	
	D. Proposals Due: 08/11/2025	
	E. Pre-Qualification Completed: 09/04/2025	
	F. Ethics Declarations Form Submitted to Ethics: 08/11/2025	
	G. Protest Period End Date: 04/21/2026	
5.	**Solicitations Downloaded**: 33	**Bids/Proposals Received**: 5
6.	**Contract Administrator:** Ricardo E. Narvaez	**Telephone Number:** (213) 418-3158
7.	**Project Manager**: Uduak-Joe Ntuk	**Telephone Number**: (213) 922-4197

A. Procurement Background

This Board Action is to approve Contract No. OP132076000 for the procurement of Renewable Natural Gas (RNG) to fulfill Metro's RNG bus fuel requirements. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP132076 was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery/Indefinite Quantity (IDIQ). The Diversity & Economic Opportunity Department (DEOD) did not recommend a goal for this solicitation.

Four (4) amendments were issued for this RFP:

- Amendment No. 1, issued July 25, 2025, revised the schedule of quantities and prices, and added the certification of prospective contractor form exhibit to the RFP.
- Amendment No. 2, issued July 30, 2025, extended the proposal and prequalification due date.
- Amendment No. 3, issued August 8, 2025, revised the evaluation criteria.
- Amendment No. 4, issued November 24, 2025, revised the evaluation criteria.

A total of 104 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on July 9, 2025, and was attended by 10 participants. There were 31 questions received for this RFP and responses were provided prior to the proposal due date.

A total of five proposals were received by the due date of August 11, 2025, and are listed below in alphabetical order:

1. Anew RNG, LLC (Anew)
2. Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables (Clean Energy)
3. Shell Energy North America (US), LP (Shell)
4. Trillium USA Company, LLC (Trillium)
5. U.S. Venture, Inc. (U.S. Energy)

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Office of Sustainability, Program Management, and Strategic Financial Management departments was convened to conduct a comprehensive technical evaluation of the proposals received.

The proposals were evaluated according to the following evaluation criteria:

- Qualifications, capabilities and experience 30 percent
- Proposed project organization & staffing 15 percent
- Project approach & work plan 15 percent
- Price Proposal 40 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the price and qualifications, capabilities, and experience.

On August 21, 2025, the evaluation committee conducted virtual interviews with the firms. The firm's key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed each firm's technical proposal with a focus on the industry experience, organizational resources, and work plan to deliver the requirements.

Each firm was asked questions regarding their strategy for ensuring supply continuity, systems in place for transparent tracking of RNG volumes, commitment to supply Metro's full requirement and volume availability, existing RNG production sites relative to the pipeline interconnection serving Metro CNG stations, process to ensure regulatory compliance, and experience mitigating challenges with RNG credits to past clients.

All five (5) firms were determined to be in the competitive range.

Qualifications Summary of Firms within the Competitive Range:

Anew RNG, LLC (Anew)

Anew is headquartered in Houston, Texas and has a global presence in other US and European cities.

It is a wholly owned subsidiary of Anew Climate, LLC founded in 2005, and is one of the largest environmental commodity companies in North America, with a focus on RNG marketing and environmental commodities. It serves RNG, low carbon fuels, electric vehicles, emissions, carbon, renewable fuel, and renewable energy credit markets.

Its clients include the Orange County Transportation Authority, SunLine Transit Agency and the Dallas Area Rapid Transit Authority.

Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables (Clean Energy)

Clean Energy is headquartered in Newport Beach, California and has regional offices across North America.

Founded in 1996 and publicly traded since 2007, it is one of the largest providers of RNG for the transportation market in North America. Its clean fuel solutions include RNG, Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), renewable electricity, and hydrogen fuel.

Its clients include some of the largest fleets in the nation such as Republic Services, Amazon, UPS, the New York MTA, and LA Metro. It has supported LA Metro's CNG fleet operations since 2009. Currently, it supplies 11 CNG fueling stations, which include three designed and constructed facilities, as well as RNG to some Metro Divisions.

Shell Energy North America (US), LP (Shell)

Shell Energy is headquartered in Houston, Texas and has regional offices throughout the US and Canada. It is among North America's largest wholesale energy marketers and traders of natural gas, power, environmental, and risk management products. Its operating center in San Diego, California focuses on gas, power, carbon products and RNG services.

Founded in 1998, its parent company, Shell PLC, operates core business areas in Integrated Gas, Upstream and Downstream, and Renewables and Energy Solutions globally in over 70 countries. Its clients include the City of Los Angeles, the State of California, Waste Management Renewable Energy and LA Metro, where it has a current RNG supply contract.

Trillium USA Company, LLC (Trillium)

Trillium is headquartered in Houston, Texas and is one of the largest owners and operators of alternative fueling stations across the US, including CNG, RNG, hydrogen and electric vehicle charging.

Founded in 1964, it is a member of the Love's Family of Companies, which owns and operates hundreds of vehicle fuel stations across multiple states in the US. Collectively, these companies provide a wide range of fueling solutions for heavy-duty fleets. In addition to CNG and RNG, it offers biodiesel, renewable diesel, solar, and microgrids.

Its clients include Cities of Norwalk, Victory Valley, San Diego and Culver City, Orange County Transportation Authority, North County Transit District, and LA Metro, where it has a current RNG supply contract.

U.S. Venture, Inc. (U.S. Energy)

U.S Energy is headquartered in Appleton, Wisconsin and is one of the biggest providers in the US for the supply of renewable natural gas and renewable diesel, development of renewable natural gas projects, and generation and monetization of environmental credit markets such as the federal Renewable Fuel Standard (RFS) and California's Low Carbon Fuel Standard (LCFS).

Over the past 70 years, it has become vertically integrated throughout the fuel supply chain, and as a U.S. Venture company, a leading provider of transportation products and data-based insights, it has a huge portfolio of development projects where it is capturing methane at dairies, landfills, and wastewater treatment plants and converting it to RNG.

Its clients include SoCal Gas, RTC Las Vegas, MARTA (Atlanta, GA), Stanislaw Regional Transit Authority, Modesto, CA and the Salem Mass Area Transit, Salem, OR

Metro conducted individual discussions with Anew, Clean Energy, Shell, Trillium and U.S. Energy regarding the firms' technical proposals, clarifications, contract exceptions, and price assumptions. These discussions were held to give the proposers within the competitive range an opportunity to fully address and meet Metro's requirements.

Upon conclusion of the discussions, Metro issued a request for Best and Final Offers (BAFO) on January 27, 2026. BAFO proposals were distributed to the PET for technical scoring in accordance with the evaluation criteria established in the solicitation.

At the conclusion of the evaluation process, which was comprised of technical evaluations of submitted proposals, oral interviews and presentations, comprehensive discussions with all firms in the competitive range, and review of BAFOs, the proposal of SHELL ENERGY was determined to be the highest-ranked proposal.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Shell Energy North America (US), LP**				
3	Qualifications, Capabilities & Experience	92.23	30.00%	27.67	
4	Proposed Project Organization & Staffing	92.20	15.00%	13.83	
5	Project Approach & Work Plan	88.33	15.00%	13.25	
6	Price Proposal	100.00	40.00%	40.00	
7	**Total**		**100.00%**	**94.75**	**1**
8	**Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables**				
9	Qualifications, Capabilities & Experience	98.33	30.00%	29.50	
10	Proposed Project Organization & Staffing	98.87	15.00%	14.83	
11	Project Approach & Work Plan	98.33	15.00%	14.75	
12	Price Proposal	88.45	40.00%	35.38	
13	**Total**		**100.00%**	**94.46**	**2**
14	**U.S. Venture, Inc.**				
15	Qualifications, Capabilities & Experience	93.90	30.00%	28.17	
16	Proposed Project Organization & Staffing	92.20	15.00%	13.83	
17	Project Approach & Work Plan	90.00	15.00%	13.50	
18	Price Proposal	54.58	40.00%	21.83	
19	**Total**		**100.00%**	**77.33**	**3**
20	**Anew RNG, LLC**				
21	Qualifications, Capabilities & Experience	95.57	30.00%	28.67	
22	Proposed Project Organization & Staffing	96.67	15.00%	14.50	

23	Project Approach & Work Plan	93.33	15.00%	14.00	
24	Price Proposal	0.00	40.00%	0.00	
25	**Total**		**100.00%**	**57.17**	**4**
26	**Trillium USA Company, LLC**				
27	Qualifications, Capabilities & Experience	93.33	30.00%	28.00	
28	Proposed Project Organization & Staffing	91.13	15.00%	13.67	
29	Project Approach & Work Plan	85.87	15.00%	12.88	
30	Price Proposal	1.32	40.00%	0.53	
31	**Total**		**100.00%**	**55.08**	**5**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), price analysis, fact finding, and technical evaluation.

The Metro ICE was estimated using only the Commodity Price that Metro will pay to purchase the RNG fuel. It did not account for any monetization of environmental credits that Metro will receive as part of this agreement.

Shell's BAFO Commodity Price of $228,906,912.87 is approximately 1.5% lower than the Metro ICE of $232,407,019.

When applied, Shell's proposed BAFO LCFS and RINs Credits are likely to offset Shell's BAFO Commodity Price, and yielded a total of $44,486,197.41 in potential revenue to Metro.

Proposer	Metro ICE (Commodity Price Only)	Commodity Price	LCFS Credits	RINs Credits	Total* Proposed Price
Shell	**$232,407,019.00**	**$228,906,912.87**	**$59,473,556.68**	**$213,919,553.60**	**($44,486,197.41)**
Clean Energy		$197,452,629.63	$0.00	$229,199,521.68	($31,746,892.05)
U.S. Energy		$269,741,479.38	$72,001,840.18	$192,094,432.96	$5,645,206.24
Trillium		$269,741,479.38	$30,731,246.21	$174,628,207.04	$64,382,026.13
Anew		$297,182,308.08	$60,247,154.25	$171,081,071.56	$65,854,082.27

*Total Proposed Price (D) = (A) – (B) – (C):
(A) = Commodity Price: The price of the RNG that Metro will pay (Cost to Metro)
(B) & (C) = Environmental Credits: Incentives for using low-carbon fuel (Revenues to Metro)
- (B) = LCFS Credits (Low Carbon Fuel Standard): State-level (e.g., California) credits based on the carbon intensity of fuels
- (C) = RINs Credits (Renewable Identification Numbers): Federal EPA-regulated tracking codes for biofuels

D. Background on Recommended Contractor

Shell Energy is headquartered in Houston, Texas and has regional offices throughout the US and Canada. It is among North America's largest wholesale energy marketers and traders of natural gas, power, environmental, and risk management products. Its operating center in San Diego, CA focuses on gas, power, carbon products and RNG services.

Shell's clients include the City of Los Angeles, the State of California, Waste Management Renewable Energy and LA Metro, where it has a current RNG supply contract. Shell has performed satisfactorily on its contracts with Metro.

DEOD SUMMARY

RENEWABLE NATURAL GAS (RNG) PROVIDER / OP132076000

A. Small Business Participation

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Shell Energy North America (US), LP is expected to perform the work with its own workforce.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Renewable Natural Gas (RNG) Provider Contract

Contract No. OP132076000

Operations, Safety, and Customer Experience Committee
April 16, 2026

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to:

A AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

Issue

Metro uses Renewable Natural Gas (RNG) fuel to power the engines on the majority of the bus fleet. RNG fuel is currently being procured under four contracts due to previously limited RNG availability from one single supplier.

RNG remains a critical bridge fuel during Metro's transition to a fully Zero-Emission Bus (ZEB) fleet. As charging infrastructure is constructed and new electric buses are phased into service, RNG ensures uninterrupted transit operations while maintaining progress toward greenhouse gas and criteria pollutant reduction goals. Maintaining a reliable RNG supply during this transition period protects operational continuity, safeguards service reliability, and provides flexibility as Metro refines future fleet and energy demand projections.

Discussion

- ***Zero-emission transition underway:*** Electric buses + charging infrastructure; RNG use declines as CNG buses retire.
- ***Bridge fuel needed:*** RNG ensures service reliability, continuity, and operational flexibility during transition.
- ***One contract approach:*** Streamlines administration, improves price transparency, strengthens negotiating power.
- ***Strategic alignment:*** Supports Energy Master Plan and Moving Beyond Sustainability; adapts to market changes.
- ***Award of Contract No. OP132076000*** to Shell Energy North America ensures a resilient, renewable energy supply that supports public health, environmental goals, and operational sustainability.

Proposal Evaluation 1

AWARDEE

Shell Energy North America (US), LP

EVALUATION CRITERIA	MAXIMUM POINTS	Shell Energy North America (US), LP	Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables	U.S. Venture, Inc.	Anew RNG, LLC	Trillium USA Company, LLC
Qualifications, Capabilities & Experience	30	27.67	29.50	28.17	28.67	28
Proposed Project Organization & Staffing	15	13.83	14.83	13.83	14.50	13.67
Project Approach & Work Plan	15	13.25	14.75	13.50	14	12.88
Price Proposal	40	40	35.38	21.83	0	.53
Total Score	**100**	94.75	94.46	77.33	57.17	55.08

Proposal Evaluation 2

PRICE ANALYSIS: 40% of Evaluation Criteria

Proposer Name	Bid Amount	Metro ICE	LCFS Credits	RINS Credits	Negotiated Amount (see Notes below)
Shell Energy	$228,906,912.87	$232,407,019.00	$59,473,556.68	$213,919,553.60	($44,486,197.41)
Clean Energy	$197,452,629.63	$232,407,019.00	$0.00	$229,199,521.68	($31,746,892.05)
U.S. Energy	$269,741,479.38	$232,407,019.00	$72,001,840.18	$192,094,432.96	$5,645,206.24
Trillium	$269,741,479.38	$232,407,019.00	$30,731,246.21	$174,628,207.04	$64,382,026.13
Anew	$297,182,308.08	$232,407,019.00	$60,247,154.25	$171,081,071.56	$65,854,082.27

Notes:
1. The Metro ICE estimated using only the Commodity Price that Metro will pay to purchase the RNG fuel.
2. The ICE did not account for any monetization of environmental credits that Metro will receive as part of this agreement.
3. Shell's BAFO Commodity Price of $228,906,912.87 and when applied will likely yield a total of $44,486,197.41 in potential revenue to Metro.
4. Same process was applied to all proposals and results are shown in last column of the above table.

DEOD COMMITMENT

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Shell Energy North America (US), LP is expected to perform the work with its own workforce.

Local Small Business Enterprise (LSBE) preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP132076000 and proceed with issuing Task Orders as the need for these services arise. Material activities and work products relative to the support provided by this contract will be included in Metro's annual sustainability report.

Staff will continue monitoring RNG market conditions, carbon credit performance, and fuel consumption trends as Zero-Emission Buses are deployed. Updates will be incorporated into Metro's annual sustainability reporting and budget planning processes to ensure alignment with operational needs and long-term energy strategy.

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

Metro

Board Report

File #: 2026-0308, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
APRIL 23, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 26, 2026 and the Special Board Meeting held April 15, 2026.

powered by Legistar™

April 2026 SBM Public Comments – Item 17

From: Colin Warn [redacted]
Sent: Sunday, April 12, 2026 11:15 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222.

As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

It should be no more difficult than upgrading the 2070s with the D4 Traffic Signal Control software.

Thank you.

Colin Warn

[redacted]

From: Jesse Budlong [redacted]
Sent: Sunday, April 12, 2026 11:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Thank you.

Jesse Budlong

[redacted]

From: Philip Taylor [redacted]
Sent: Sunday, April 12, 2026 11:35 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Thank you.

Philip Taylor

[redacted]

From: Steve M [redacted]
Sent: Sunday, April 12, 2026 12:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Thank you.

Steven Massey
[redacted]

From: [redacted]
Sent: Sunday, April 12, 2026 12:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Urgently Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. Commuting north on the A line or east on the A line is devastatingly slow when it doesn't have to be. Me and thousands of other angelenos are losing valuable commuting time to favor a handful of drivers. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, **full preemption** where possible.

Thank you.

Thanks,
[redacted]

From: [redacted]
Sent: Sunday, April 12, 2026 1:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Thank you.

Ussiel Burgara

[redacted]

From: [redacted]
Sent: Sunday, April 12, 2026 2:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

I am a Lincoln Heights residence [redacted] and I noticed that in attachment D of 28 x 28 project list, number 23 mentions that LA Metro working on light rail speed and reliability improvements. Currently the Los Angeles City' transportation committee has received hundred of supporting signal preemption for light rail as a higher priority, and this is directed towards LA Metro, LADOT, and the City of Los Angeles. LA City council file is 24-1222. Due to the traffic signal upgrade process at the eight stated key intersections, I request that LA Metro require LA City and LADOT to implement the transit signal preemption feature on the A and E line signal upgrades in s a similar manner as the Metro G Line. I would like to request full preemption whenever possible, but limited preemption is better than nothing.

Signal preemption for light rail will encourage me to Downtown Los Angeles in a more reliable manner, since every time I ride on the A or E line, the entire train gets stuck behind a red light multiple times which causes delays, but only a few people in private vehicle benefit.

Thank you for reading this message.

From: Garry Rosenblum [redacted]
Sent: Sunday, April 12, 2026 2:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222.

As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of at least limited preemption, full preemption where possible.

Thank you.

Garry
[redacted]

From: Asari [redacted]
Sent: Sunday, April 12, 2026 2:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Thank you.

Asari

[redacted]

From: Dan Gould [redacted]
Sent: Sunday, April 12, 2026 5:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

(City file 24-1222)

To whom it may concern:

Please prioritize signal preemption on the E line. Whatever gates are needed are a good idea.

Thank you,
Daniel Gould

From: Andrew H [redacted]
Sent: Sunday, April 12, 2026 6:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A, E, & K Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. I request that LA Metro direct LA City and LADOT to implement the transit signal preemption feature where possible as part of these A, E, & K Line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Faster transit is critical to increasing ridership, which cascades into a bunch of positive impacts for our city:

* It decreases fossil fuel emissions, improving the health of our communities, reducing healthcare costs, and making our lives more affordable
* It reduces traffic, giving us savings on auto repair costs, auto insurance, and gas costs
* It decreases traffic accidents, further reducing healthcare costs, and saving lives

Please choose to improve communities and save lives today.

Thank you,
Andrew

From: Will Finch [redacted]
Sent: Sunday, April 12, 2026 10:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Preemption For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A & E line signal upgrades. I would like to request implementation of FULL PREEMPTION wherever possible.

Thank you.

William Finch, [redacted]

From: Joe Carlin <[redacted]
Sent: Monday, April 13, 2026 10:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) (No Subject)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

PLEASE PASS THIS, IT MAKES NO SENSE FOR A TRAIN WITH A FEW HUNDRED PEOPLE TO WAIT ON A HANDFUL OF CARS.

Thank you.

Joseph Carlin

[redacted]

From: Justin J [redacted]
Sent: Tuesday, April 14, 2026 4:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Respectfully, trains stopping for cars is ridiculous.

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

Thank you!

Justin Jones [redacted]

April 2026 SBM Public Comment – Item 18

From: Desiaire Rickman [redacted]
Sent: Tuesday, April 14, 2026 11:30 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) CA-LEND Policy Brief: Accessible Public Transportation During and Beyond the LA28 Games
Importance: High

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning,

I hope you are doing well. I am writing to invite the L.A. Metro Board of Directors to review the attached policy brief, titled "The LA28 Games as a Catalyst for Sustainable Accessibility and Supports for People with Disabilities." Developed as part of the CA-LEND program, this brief examines the opportunity to leverage the 2028 Olympic and Paralympic Games in improving long-term accessibility within Los Angeles County's public transportation system.

Our work highlights existing gaps in accessibility, particularly for individuals with neurodevelopmental and related disabilities, and offers practical, systems-level recommendations for agencies such as LA Metro and the LA28 Organizing Committee. The goal is to ensure that accessibility improvements made for the Games translate into lasting benefits for the community members of L.A. County.

This policy brief is particularly timely and relevant to Metro, considering the discussion of lessons learned at Milano Cortina 2026 during the 4/15 Special Board Meeting (No. 2026-0213), and the review of the Neurodiversity in Transit survey results during the 4/16 Operations, Safety, and Customer Experience Committee Meeting (No. 2026-0258).

Thank you for your continued commitment to advancing inclusive and equitable systems. We truly appreciate your support.

On behalf of the CA-LEND Leadership Project Team,

Warmest regards,

Desiaire Rickman
2025-2026 CA-LEND Public Health Scholar
MPH Student, Claremont Graduate University



The LA28 Games as a Catalyst for Sustainable Accessibility and Supports for People with Disabilities

APRIL 2026

A CA-LEND POLICY BRIEF

Authored by: Desiaire Rickman (Public Health Scholar), Dr. Sarah Aburaisi (Public Health Scholar), and Maria Saba (Self-Advocacy Scholar)

EXECUTIVE SUMMARY

Despite existing physical accessibility standards required under the Americans with Disabilities Act (ADA) of 1990, public transportation in Los Angeles County remains functionally inaccessible for many people with disabilities, especially those with neurodevelopmental and related disabilities (NDDs). For individuals with NDDs, navigating public transit often requires additional support that is not consistently and readily available. The upcoming 2028 Olympic and Paralympic Games present a powerful time-bound opportunity to address these long-standing gaps. Key findings from previous host cities demonstrate that accessible public transportation can be created and sustained beyond the Games. The City of Los Angeles has launched several initiatives, including Twenty-eight by '28 and its "Games for All" vision, which aim to fill current infrastructure gaps and advance compliance with the ADA. This policy brief outlines recommendations for the Los Angeles Metropolitan Transportation Authority (Metro) and the LA28 Organizing Committee to ensure long-term inclusion for residents with disabilities.

BACKGROUND & DESCRIPTION OF PROBLEM

While Los Angeles County's transit infrastructure meets many minimum physical accessibility requirements under the Americans with Disabilities Act (ADA), compliance alone does not ensure functional accessibility. For individuals with neurodevelopmental and related disabilities (NDDs), barriers to public transportation are often cognitive, sensory, and communicative rather than structural. These barriers included inconsistent signage and wayfinding, unclear or rapidly delivered announcements, unpredictable service changes, overcrowding, sensory overstimulation, and limited staff preparedness to assist riders with complex support needs[13]. Unlike physical mobility accommodations, which are addressed through ramps and lifts, cognitive and sensory accessibility requires coordinated system design, standardized communication practices, and workforce training. When these supports are absent or inconsistent, individuals with NDDs experience reduced independence, heightened anxiety, and safety concerns while navigating transit systems. Families often compensate by relying on paratransit or private transportation options, which are more costly, less flexible, and limited in capacity[2].

Transportation accessibility functions as a social determinant of health. Limited transit usability restricts access to employment, healthcare, education, and community participation, reinforcing broader inequities for people with disabilities[1]. Although transportation investments are underway in preparation for LA28, planning efforts have primarily focused on expanding physical capacity and accommodating visitor demand. Without explicit attention to functional accessibility and long-term inclusion, improvements made in advance of the Games may fail to address systemic barriers faced by residents with disabilities across Los Angeles County.

RECOMMENDATIONS

Global sporting events such as LA2028 offer an optimal opportunity for host cities to advance public health and health equity objectives. One thousand days out from the Opening Ceremony, Mayor Karen Bass announced a "Games for All" vision for the city of L.A. and signed an executive directive that aims to enhance infrastructure, community resilience, and opportunity for Angelenos[4]. Ahead of the city's

first time hosting the Paralympic Games, accessibility is one of the building blocks for the creation of an inclusive city for all.

It is imperative for Metro to complete the remaining transportation projects that were outlined in former Mayor Eric Garcetti's "Twenty-Eight by '28" initiative to improve accessibility and transit options for visitors and residents with disabilities and NDDs ahead of the Games[3]. This initiative aimed for the development of 28 transportation projects ahead of LA28[12]. Nine (32%) of the projects have been completed with 19 (68%) still in progress[10].

Additionally, new and current transit systems (e.g., buses, trains, and subways) should be compliant with ADA requirements. In a 2025 Metro needs assessment survey, respondents identified lack of priority seating during peak hours, inadequate wheelchair-accessible spaces, and communication barriers (e.g., navigating systems and understanding announcements) as challenges faced while riding public transit[11]. Beyond physical ADA standards, Metro should improve wayfinding, modify announcement systems, and expand staff training to assist riders with cognitive, sensory, and communication needs. Metro must address these gaps ahead of LA28 to ensure that accessibility improvements result in lasting, system-wide change rather than temporary compliance measures.

The LA28 Organizing Committee must strive to enact and build upon the accessibility advancements observed in host cities during prior Games. In 2024, Paris designed an Athletes' Village that had fully accessible accommodations, and the city's bus and tram network – which includes 59 bus lines, eight tramways, and 1,750 accessible bus stops – achieved 100 percent accessibility ahead of the Games[7,8]. After the 2020 Games, Japan increased the number of wheelchair accessible seats in the Bullet Trains' newest coaches[9]. For London 2012, the city upgraded and expanded its entire transit system, resulting in more trains, more accessible platforms and stations, and a completely accessible bus network[5]. However, there is limited research that explicitly examines how past host cities have improved accessibility on public transportation for individuals with NDDs. This gap presents an opportunity for Los Angeles to lead in this field and establish a new standard for future host cities.

In its 2020 Accessibility Guide, the International Paralympic Committee recommends that new structures built for the Games should contribute to a permanent legacy structure that is accessible and promotes an inclusive environment for all[6]. This aligns with the City of L.A.'s "Games for All" vision, and permanent accessible structures should be prioritized to benefit the everyday lives of residents with disabilities and NDDs.

CONCLUSIONS

Public transportation in L.A. County presents notable challenges for many people with disabilities, particularly individuals with NDDs, who rely on constant support to navigate complex transit systems. As outlined in this brief, these challenges are not isolated issues but systemic gaps that affect quality of life for this population, not just for the Olympics, but for the longer term. LA28 presents a unique and time-sensitive opportunity to address these long-standing inequities. Investments already underway demonstrate that Los Angeles has both the resources and the momentum to improve access across its transportation systems. Lessons learned in previous host cities reinforce how treating accessibility as a core planning principle leads to improved transportation systems for everyone. Through adoption of

these recommendations, Metro and the LA28 Organizing Committee can ensure that accessibility enhancements made for the Games translate into lasting, inclusive infrastructure and services for residents with disabilities. Reinforcing long-term support will help ensure that the legacy of LA28 is not only global recognition, but a more navigable, equitable, and inclusive Los Angeles for all.

REFERENCES

1. Bascom, G. W., & Christensen, K. M. (2017). The impacts of limited transportation access on persons with disabilities' social participation. *Journal of Transport & Health*, *7*(Part B), 227–234. https://doi.org/10.1016/j.jth.2017.10.002
2. Bédard, L., Bendo, C., Brassard, L., Marceau, M.-P., Lettre, J., & Routhier, F. (2025). Obstacles and facilitators to access to paratransit for people with disabilities: A scoping review. *Journal of Transport & Health*, *45*, 102177. https://doi.org/10.1016/j.jth.2025.102177
3. City of Los Angeles. (2022, February 28). *Executive Directive No. 28*. https://lacity.gov/sites/g/files/wph2281/files/2022-12/garcetti_ed28.pdf
4. City of Los Angeles. (2025, October 17). *1,000 Days Out: Mayor Bass Announces "Games for All" Vision for 2028 Olympic and Paralympic Games, Signs Executive Directive to Streamline Execution*. https://mayor.lacity.gov/news/1000-days-out-mayor-bass-announces-games-all-vision-2028-olympic-and-paralympic-games-signs
5. International Olympic Committee. (2021, September 2). *Transport improvements and behavioural shifts*. https://www.olympics.com/ioc/news/transport-improvements-and-behavioural-shifts
6. International Paralympic Committee. (2020). *Accessibility Guide, 4th edition*. https://www.paralympic.org/sites/default/files/2020-11/IPC%20Accessibility%20Guide%20-%204th%20edition%20-%20October%202020_0.pdf
7. International Paralympic Committee. (2024, August 8). *IPC President praises accessibility improvements made by City of Paris*. https://www.paralympic.org/paris-2024/news/ipc-president-praises-accessibility-improvements-paris
8. International Paralympic Committee. (2025, August 9). *One year on: Paralympic Games revolutionising Paris's transport system*. https://www.paralympic.org/news/one-year-paralympic-games-revolutionising-paris-s-transport-system
9. Kose, S. (2024). How far has Japanese accessibility improved with the Tokyo 2020 Olympics/Paralympics? *AHFE International*, *128*, 23–31. https://doi.org/10.54941/ahfe1004787
10. Metro. (2024, September 27). *28 Projects by 2028 Games*. https://www.metro.net/28x28/
11. Metro. (2025). *Coordinated Public Transit – Human Services Transportation Plan 2025-2028*. metro.net/documents/2025/09/metro-coordinated-public-transit-plan-2025-2028.pdf/
12. Metro Board. (2024, March 20). *2023-0756 - TWENTY-EIGHT BY '28 PROJECT LIST*. https://boardagendas.metro.net/board-report/2023-0756/
13. Mwaka, C. R., Best, K. L., Cunningham, C., Gagnon, M., & Routhier, F. (2024). Barriers and facilitators of public transport use among people with disabilities: a scoping review. *Frontiers in Rehabilitation Sciences*, *4*(4). https://doi.org/10.3389/fresc.2023.1336514

This policy brief was developed under the CA-LEND Program, funded by MCHB, DHHS, HHS. The following individuals contributed to this brief: Desiaire Rickman, Dr. Sarah Aburaisi, Maria Saba, and Dr. Cary Kreutzer. For questions, please contact desiaire.rickman@cgu.edu and kreutzer@usc.edu.

March 23, 2026

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

RE: Support for the San Vicente-Fairfax Alternative for the Metro K Line Northern Extension

Dear Metro Board Members,

The Westside Young Democrats are writing to express our strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines. This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

We urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Westside Young Democrats

Docusign Envelope ID: 78E88F4F-FBCE-8B51-8343-782FEC50E62B

GREATER LOS ANGELES REALTORS®
greaterlarealtors.com • accounting@glarealtors.com • membership@glarealtors.com

March 19, 2026

Fernando Dutra
Chairman of the Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Item 7 – SUPPORT: Metro Staff Recommended San Vicente-Fairfax Alternative for the Metro K Line Northern Extension LPA Without Delay

Dear Chairman Dutra and Honorable Metro Board of Directors,

On behalf of the Greater Los Angeles Realtors (GLAR) a real estate trade organization representing a membership of over 10,000 REALTOR® members throughout Los Angeles, including the cities of Beverly Hills, Culver City, Los Angeles, Santa Monica and West Hollywood, we are writing as members of the 'All on Board Coalition' expressing our support selecting the Metro Staff recommended San Vicente-Fairfax Alternative as the locally preferred alternative (LPA) for the Metro K Line Northern Extension Project. Of the three routes under consideration, only the San Vicente-Fairfax route would serve all the major destinations and job centers in Central Los Angeles, Mid-Wilshire and West Hollywood, while moving more riders, unlocking local funding and completing this vital north-south transportation link that has been considered off and on for over five decades.

The San Vicente-Fairfax route has seen overwhelming public support throughout Metro's previous studies and outreach and has the best chance of uniting the region. Longstanding support for this alignment and efforts to generate funding to accelerate its construction through a potential Enhanced Infrastructure Financing District (EIFD) facilitate getting this project built in our lifetimes. Timely confirmation of the LPA is a prerequisite to starting the process of forming an EIFD.

The San Vicente-Fairfax alignment would serve all the major destinations in Mid City Los Angeles and West Hollywood, including the Grove/Farmers Market, Cedars-Sinai Medical Campus, the Beverly Center, Television City, LACMA and Museum Row, West Hollywood's entertainment district, Hollywood & Highland, the Hollywood Bowl, and many more. It would serve a diverse range of underserved communities and job centers along the way while providing direct access to six times as many jobs and thrice as many residents as the

Docusign Envelope ID: 78E88F4F-FBCE-8B51-8343-782FEC50E62B

La Brea alignment. When combined with the South Bay extension towards Torrance, once fully completed the K Line will be a regionally significant north-south corridor that has been envisioned in various studies dating back to 1974.

Once completed, the San Vicente-Fairfax route would bring fast and reliable transit to Mid City, West Hollywood, and Hollywood resulting in the highest ridership of any light rail line in the Country with almost 100,000 daily riders a day.

GLAR wants to give kudos to the Metro Community Relations and Planning team for the superb job done executing this environmental review process. We also want to use this opportunity to give thanks to the City of West Hollywood and County Supervisor Lindsey Horvath for their steadfast leadership by continuing the momentum for the K Line Northern Extension. Many of our GLAR members remembered Horvath's enthusiasm for this project when it was just a simple idea first proposed when she was a Transportation Commissioner in West Hollywood in 2013.

Metro has a unique opportunity to unlock the heart of the City with direct rides to key regional destinations, job centers, healthcare and cultural institutions, and develop transit-oriented communities with much needed housing that are over ten times more densely populated than the County average.

GLAR want to thank Metro again for keeping these vital transportation projects moving as we were supportive of the Measure M sales tax measure and continued to support the work Metro is doing to deliver the transportation infrastructure that the voters supported.

We encourage the Metro Board of Directors to support the San Vicente-Fairfax alternative as the best option for our region. Thank you for your time and consideration

Sincerely,

[redacted]

Chris Duff
2026 President

03/19/2026
Date

[redacted]

Wyndi Austin, CAE, RCE, AHWD, C2EX, e-PRO®
Chief Executive Officer

03/19/2026
Date

March 23, 2026

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

RE: Support for the San Vicente-Fairfax Alternative for the Metro K Line Northern Extension

Dear Metro Board Members,

The Los Angeles County Young Democrats are writing to express our strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines. This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

We urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,

[redacted]

Carla Fuentes
President
Los Angeles County Young Democrats

Ironworkers Local 433

International Association of Bridge, Structural &
Ornamental Iron Workers A.F.L.-C.I.O.
Established 1929

17495 HURLEY STREET EAST CITY OF INDUSTRY, CALIFORNIA 91744

PHONE: (626) 964-2500
FAX: (626) 964-1754
paul@ironworkers433.org

PAUL R. MORENO
President
Business Agent

March 24th, 2026

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one that expands access to critical healthcare resources, given its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,

[redacted]

Paul Moreno
President/Business Agent
Ironworkers Local 433

March 12, 2026

The Honorable Fernando Dutra, Chair
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Westside Central Service Council Statement of Support for K Line Northern Extension – San Vicente-Fairfax Alignment

Honorable Chair Dutra and Metro Board Members,

The Service Councils have been appointed by the Metro Board to perform an important and necessary function of providing a monthly forum to engage with the public about bus and rail service, changes, and policy recommendations. Public engagement and input are paramount to effective transit planning.

At our March 11, 2026 meeting, the Westside Central Service Public Council received a project briefing for the K Line Northern Extension. Over 50 members of the public reached out to express their support of the project; the majority of those commenters specifically expressed support for the San Vicente-Fairfax alignment to be selected as the Locally Preferred Alternative. The feedback gathered at our meeting demonstrates a clear interest in the community for the San Vicente-Fairfax option. The Council voted unanimously to formally support the San Vicente Fairfax alignment as the Locally Preferred Alternative for the K Line Northern Extension project, and to include the terminus station at the Hollywood Bowl.

The San Vicente-Fairfax alignment fills a gap in the transit system by bringing the K Line to a corridor that is currently heavily relied upon but underserved by rail. This alignment brings a long-awaited rail connection to West Hollywood, a very active and densely populated destination that lacks rail service. West Hollywood is a major employment, cultural and nightlife center that attracts visitors from across the region but remains heavily dependent on cars and buses for access. The San Vicente-Fairfax alignment would finally connect this community to the regional rail system, improving mobility for residents, workers, and visitors, while helping reduce congestion in a corridor that experiences consistent high travel demand. Connecting this area to the broader Metro system would improve reliability, reduce travel times, and provide additional travel options for thousands of daily riders.

With an estimated 59,700 daily riders on the alignment and 65% of trips made by low-income riders, the San Vicente Fairfax stands out as the most effective and equitable option, delivering

the highest ridership of the alternatives being studied. It serves more people, reaches key destinations, and ensures this investment by Metro delivers maximum mobility benefits in the region. For these reasons: strong community support, the ability to serve a high-demand corridor and the opportunity to strengthen regional connectivity, the Westside Central Service Council encourages the Board to select the San Vicente-Fairfax alignment as the Locally Preferred Alternative (LPA) for the K Line Northern Extension and to include the Hollywood Bowl terminus station. Selecting this alignment would demonstrate Metro's commitment to listening to the communities it serves, choosing an option that maximizes ridership, equity and connectivity.

Sincerely,

[redacted]

Thomas Praderio
Chair
Westside Central Service Council

[redacted]

Pamela Sparrow
Vice Chair
Westside Central Service Council

Attachment: Public comments received regarding the K Line Northern Extension at the March 11, 2025 Westside Central Service Council Meeting

CC: Conan Cheung, Chief Operations Officer

Public Comment on K Line North Extension Project
Westside Central Service Council March 11, 2026

Name	Comment	Position	Format submitted
Jeff McMullen	As a resident of West Hollywood, urged the Westside Central Service Council to encourage the Metro Board to select the San Vicente Fairfax alignment. The alignment has nine subway stations, one at Santa Monica/San Vicente in the heart of the Rainbow District. To facilitate construction, Metro would use the West Hollywood Sheriff Station land, which is 2.1 acres for the building. The availability of that land to serve as a staging area for construction and redevelopment of Metro's Division 7 bus depot opens the opportunity for Metro to use that 8.5-acre site to build additional housing in the City of West Hollywood in alignment with Metro's 20,000 Homes by 2030 initiative. The private sector is organizing a large investment on the development of that site that would have a fully incorporated, expanded Rainbow campus, the landmark architecture of the Pacific Design Center's blue, green, and red, adding in orange, yellow, indigo, and violet buildings. A rainbow arch monument modeled after St. Louis Gateway Arch is proposed. It would be 630 ft high, 630 ft long, and would completely change the region.	Support San Vicente Fairfax alignment.	In person, Westside Central Service Council Meeting
Dominic Moonhart	Westwood resident supports the San Vicente-Fairfax alignment. He prefers that the La Brea alignment be built as a separate branch as part of the K Line. If he had to pick, he would support the San Vicente proposal and urge that the Hollywood Bowl get its own station due to area traffic. Asked the Council to consider the Hollywood Bowl Station as part of the project and to consider the San Vicente option because he thinks West Hollywood deserves the most stations in this project.	Support San Vicente Fairfax alignment.	In person, Westside Central Service Council Meeting
David Fenn	Senior Planner with the City of West Hollywood, has been working on this project since before Measure M passed, is excited to see it moving forward. Thinks only San Vicente Fairfax alternative would serve all destinations in Mid-City and West Hollywood, from Cedars-Sinai and The Grove. It would also put the most residents and jobs in walking distance to stations and serve 6,000 more daily riders than the next alternative. Two-thirds of riders would be low income. Only the San Vicente Fairfax route would unlock additional local funding through a potential enhanced infrastructure financing district long proposed by the West Hollywood City Council. He asked, on behalf of the City of West Hollywood, that the Council consider recommending the Metro Board to adopt the San Vicente Fairfax alignment.	Support San Vicente Fairfax alignment.	

Name	Comment	Position	Format submitted
Jack Galentez	Strongly supports the San Vicente Fairfax Alignment as the locally preferred alternative for the K-Line North Extension as well as extending the line to the Hollywood Bowl to maximize regional access and ridership. Alignment would connect communities from Mid-City and Beverly Hills and the Beverly Grove to the heart of West Hollywood, bringing Metro Rail directly to the arts districts, dining corridors, cultural destinations, and entertainment areas that define the region, and lays the groundwork for a future extension that can better serve major regional venues like the Hollywood Bowl. With an estimated 59,700 daily riders, San Vicente Fairfax stands out as the most effective and equitable option, delivering the highest ridership of the alternatives being studied. It serves more people, reaches key destinations, and ensures this major investment by Metro delivers maximum mobility benefits in the region. Choosing another alignment would mean fewer riders and a missed opportunity to build a system where people will use it most. This alignment advances equity, sustainability, and regional connectivity, and a future extension to Hollywood Bowl would only sustain those benefits. Supporting access to world-class cultural events while reducing traffic and emissions. It's the right project for the right corridor, one that supports local businesses, reduces congestion, and strengthens access to residents, visitors, tourists, and visitors alike. He asked the Council to move forward with support for the San Vicente Fairfax alignment as the locally preferred alternative, to keep the vision alive for a future Hollywood Bowl extension and finally bring Metro Rail to West Hollywood.	Support San Vicente Fairfax alignment.	Zoom
Christopher Michel	Marina Del Rey resident, enjoys going to West Hollywood but the driving or getting there by transit are both bad. Supports the San Vicente Fairfax alignment. When people go to West Hollywood, drinking is usually involved. He believes this would save lives and prevent drunk driving. He thinks West Hollywood is a world class destination that doesn't have the transit it deserves. There are many events there like Pride and Halloween where it is so difficult to get there by car or get parking.	Support San Vicente Fairfax alignment.	Online participant
Shelby Staub	Resident of the Greater West/Central Los Angeles area for past 3.5 years. Support K-Line North extension, San Vicente alignment. Studies have shown safety and effectiveness of the TBM tunneling being proposed for the line's excavation process. Despite homeowners & landlords of Lafayette Square and other neighborhoods fears and despisal for change, this extension is needed. If you are	Support San Vicente Fairfax alignment.	email

Name	Comment	Position	Format submitted
	afraid of what is happening 90 ft underneath the soil, you should be even more afraid of emissions in the air from car exhaust which would be mitigated by the over 45,000 riders (minimum) that would be added to the Metro system, and increased connectivity to major destinations, especially in the San Vicente alignment. This extension offers direct connection to LAX to Wilshire Bl in its first section, creating a symbiotic relationship for both the tourists who flock to Los Angeles every year, and locals who work along the Wilshire corridor who live in the Beach Cities area. Section 2, which will hopefully run through the heart of West Hollywood, will allow residents and locals going out to stay safer and avoid incidents associated with driving under the influence by taking Metro, and create millions of dollars in revenue for both Metro and the businesses along the new stations' corridors.		
Michael Lebowitz	I cannot think of a single bad thing about this line extension. I'll sit in HOURS of traffic for YEARS if it means that we can connect equity-focused communities to jobs, opportunities, cultural institutions, and healthcare. It would improve quality of life and bring in so much money to region.	General project support	eComment
Nicholas Tatonetti	The Westside/Central Service Council should recommend that the Metro Board selects the San Vicente-Fairfax Route as the locally preferred alternative because it would: Connect equity-focused communities to jobs, opportunities, cultural institutions, and healthcare Sere more residents, businesses, and destinations Serve all the top destinations in Central LA and WeHo (Ex: Cedars-Sinai, the Grove, Museum Row, and the WeHo Rainbow District) Serve 6,000 more daily riders (⅔ would be low income!) Unlock local funding through a potential EIFD.	Support San Vicente Fairfax alignment.	eComment
Jesse Budlong	As a West Hollywood resident and transportation planner, I strongly urge the selection of the San Vicente-Fairfax Route as the LPA. This alignment is the most effective choice because it: Maximizes Equity: Serves 6,000 more daily riders, 2/3 of whom are low-income. Connects Key Hubs: Links Cedars-Sinai, Museum Row, and the Rainbow District. Closes Network Gaps: Connects the K, D, and B Lines with the region's busiest bus routes. Unlocks Funding: Enables local EIFD funding. Please select the route that best serves our residents and economy.	Support San Vicente Fairfax alignment.	eComment
Henry Gnoza	I support the San Vicente-Fairfax Route as it connects more people and more neighborhoods and more businesses.	Support San Vicente Fairfax alignment.	eComment

Name	Comment	Position	Format submitted
Crystal Schense	We need reliable Westside transportation. I have to drive to Cedars and UCLA etc. from Lancaster. I prefer above ground trains since they're faster and less expensive, but do not care as long as something is built soon. It's long overdue and traffic "reduction" measures resulted in much more traffic trapped on roads turning around as everything is one way, using more gas and mileage, and no new lanes, roads have been built, middle lanes and turning lanes reduced or eliminated resulting in traffic that gets backed up. So much spending on creating more traffic, we've had no new train lines. Also need micro transport- disabled, women, elderly need safe ways to get to work and appts.	General project support	eComment
Anthony Vulin	I support of the San Vicente-Fairfax Alignment and hope it can be completed ASAP. West Hollywood is far from freeways and this will help elevate traffic in the area and all around LA. Having a station in the Rainbow District would really help as well. As there are so many people who come to WeHo to enjoy the bars and clubs from all over LA. A safe Metro connection will mean a lot for our community.	Support San Vicente Fairfax alignment.	eComment
Wayne Wright	My complaint is where the stations will be, how deep the tunnel will be, rail connections with the B & D Lines and what construction issues will it cause at the connecting B & D Line Stations? How many years will it take to build the K Line Extension? More answers will come when Metro staff piece the final route for the Board & public in the future to look at. Thank you...	General project questions	email
Jose Dennis Alabaso	Sometimes, I can support with the San Vicente-Fairfax Route Segment in and for the city of West Hollywood. Why? Because my best friend (Trevor Ryan Lissauer) is a professional actor and folk singer who is living not too far to the Grove Shopping Center in the city of Los Angeles. Maybe we can help together to help complete the Metro K Line Northern Extension. Okay? Thank you	Support San Vicente Fairfax alignment.	eComment
Peter Balassa	I DO NOT support the Fairfax-San Vicente route. I much prefer the Fairfax or La Brea routes. They would take less time to construct and would not disrupt life in all parts of West Hollywood.	Supports Fairfax or La Brea routes	eComment
Kristin Miller	Full support for the San Vicente - Fairfax alignment. It adds desperately needed Metro transit infrastructure to major cultural, retail, nightlife, and residential areas that are currently only served by bus and will serve as a vital western connector between lines, as well as giving the whole westside transit access to LAX.	Support San Vicente Fairfax alignment.	eComment

Name	Comment	Position	Format submitted
Sam Borelli	Let's Go!	General project support	eComment
Briana Pittelli	As a West Hollywood constituent, I am urging the Westside/Central Service Council to recommend that the Metro Board selects the San Vicente-Fairfax Route as the locally preferred alternative route. This route would serve the most residents, businesses, and destinations of all the options and connect top destinations in Central LA and WeHo to the rest of the Metro. As a result, this will support local economies, reduce reliance on cars to get around the city, which would also reduce greenhouse gas emissions and traffic.	Support San Vicente Fairfax alignment.	eComment
Leslie Foster	I think it's incredibly important to extend the K line north; this extension will provide West Hollywood with a vital connection to the Metro Rail network, allowing ease of transit throughout the county and significantly aiding the county's sustainability goals, not to mention the additional foot traffic it will bring to businesses all along the line. In addition, the line will provide a much more direct route for residents of Hollywood and West Hollywood, and tourists visiting the area, to travel via rail to the airport. The extension will be a significant step toward our county having a world class Metro rail system.	General project support	eComment
Michael Angarol	Please support and expedite the San Vicente/Fairfax route. Residents need alternatives to cars now more than ever with the price of oil out of control. We have an amazing opportunity here to connect equity focused communities, jobs, healthcare, and cultural institutions. The sooner we can ditch our cars the better and stronger our local communities will be. Thank you.	Support San Vicente Fairfax alignment.	eComment
Daniel Doody	I would love to be able to get a train from DTLA to WeHo. I actually live downtown because of its public transportation and this would be a game changer.	General project support	eComment
Steven Arnst	I am writing in support of the San Vicente-Fairfax route for the K Line extension. Unlike other options, this connects important medical services, community centers and economic hubs of our city to create a more cohesive and connective rail route throughout the city. Please support!!	Support San Vicente Fairfax alignment.	eComment
Andrew Loberg	The Westside/Central Service Council should recommend that the Metro Board selects the San Vicente-Fairfax Route as the locally preferred alternative to connect equity-focused communities to jobs, opportunities, cultural institutions, and healthcare and to serve more residents, businesses, and destinations	Support San Vicente Fairfax alignment.	eComment

Name	Comment	Position	Format submitted
Patrick Lewis	Support the San Vicente-Fairfax route for K Line north extension. This route connects the most riders to the most destinations in West Hollywood. Make it easy and convenient for people to take transit and ditch their cars. Let's finish the line!	Support San Vicente Fairfax alignment.	eComment
James Bourne	The Council and Metro Board should select the San Vicente-Fairfax route. It provides the best linkages to existing transit lines, major thoroughfares, and key destinations in Mid-City and West Hollywood. The Fairfax and La Brea routes fail to get close enough to major destinations (think about how the Green Line missed LAX for 30 years...NOW is the opportunity to avoid a similar embarrassment in MidCity/WeHo). Providing meaningful connections through transit is essential to providing equal opportunity for Angelenos across the region.	Support San Vicente Fairfax alignment.	eComment
Tony Hoang	It's the best route for the region!	General project support	eComment
Shane Cameron	I'm in support of this extension to allow more residents access to more areas of our community.	General project support	eComment
Christian Mudrick	Rapid transit that isn't a bus service is vital to a city's growth and livability. The traffic continues to worsen and single car ownership is a big expense and burden to most: rapid transit aligns us with all other international and domestic major cities with high livability standards that we deserve!	General project support	eComment
Felipe Carbonell	I support the San Vicente-Fairfax alignment for the K Line Northern Extension to West Hollywood. This route serves dense neighborhoods, major destinations, and strong existing bus corridors, which will help maximize ridership and improve connectivity across the Metro system. As an active Metro rider, I would personally use this line and believe it will make it significantly easier for residents and visitors to access West Hollywood without relying on a car. I encourage Metro to prioritize the San Vicente–Fairfax route.	Support San Vicente Fairfax alignment.	eComment
Nick Phillips	Serve riders to get to more populous areas, central LA, WeHo.	General Project support	eComment
Drew McPhillips	Support the San Vicente-Fairfax route extension for rail to WeHo.	Support San Vicente Fairfax alignment.	eComment

Name	Comment	Position	Format submitted
Anthony Garrison	Support recommending San Vicente-Fairfax route as the locally preferred alternative because it would connect equity-focused communities to jobs, healthcare, cultural institutions, and opportunity across Central Los Angeles and West Hollywood. Route would serve more residents, businesses, and key destinations like Cedars-Sinai, the Grove, and Museum Row while increasing ridership by an estimated 6,000 daily riders, many of whom are low-income. Just as importantly, it could unlock additional local funding through a potential EIFD. For these reasons, the San Vicente–Fairfax alignment provides the greatest benefit for both mobility and community access.	Support San Vicente Fairfax alignment.	eComment
Noe M	I support the San Vicente - Fairfax route for rail to WeHo.	Support San Vicente Fairfax alignment.	eComment
Spencer Wejrowski	I highly support the San Vicente-Fairfax Hybrid Route over other alternatives for the K Line Northern Extension Project. It is the clear winner here. It will better connect people of all ages and incomes to institutions and destinations, including Cedars-Sinai, the Pacific Design Center, the Beverly Center, The Grove, Television City, and WeHo's nightlife district on Santa Monica Blvd to name a few. The connections to businesses, homes, and places of work, worship, healthcare, and entertainment are undeniable with this route. The people, including residents and tourists alike, deserve a better alternative to driving. Please consider supporting this route!	Support San Vicente Fairfax alignment.	eComment
Austin Moreau	The Westside/Central Service Council should recommend that the Metro Board selects the San Vicente-Fairfax Route as the locally preferred alternative because it would: Connect equity-focused communities to jobs, opportunities, cultural institutions, and healthcare Serve more residents, businesses, and destinations Serve all the top destinations in Central LA and WeHo (Ex: Cedars-Sinai, the Grove, Museum Row, and the WeHo Rainbow District) Serve 6,000 more daily riders (⅔ would be low income!) Unlock local funding through a potential EIFD.	Support San Vicente Fairfax alignment.	eComment
Justin Hayhurst	I'd really love this and think the city would benefit greatly from it!	General project support	eComment
Braden Goodman Williams	More Metro please!!	General project support	eComment

Name	Comment	Position	Format submitted
Trevor Brown	Let's make this happen!! We need rail to WeHo.	General project support	eComment
Ian Grady	I support this project.	General project support	eComment
Andrew Solomon	I live in West Hollywood with my partner and our 3vyear old daughter. As a parent, the LPA for the NKE is probably the single biggest infrastructure decision that will affect her life. I'm super excited to see it on tonight's agenda. But why is it just RECEIVE AND FILE? You are our representatives to the Metro Board-- put your finger on the scale. **I urge the Westside Service Council to recommend the San Vicente-Fairfax alignment for the northern extension of the K Line.** Metro's own analysis shows this option performs best. It produces the highest projected ridership (nearly 60,000 daily trips) and the largest number of new riders, while serving over 125,000 jobs and more than 130,000 residents near stations. It connects dense communities and major destinations that currently lack rail access, including West Hollywood and the Fairfax district. If the goal is to build a line people will use, San Vicente-Fairfax is the best choice. The Metro Service Council Charter states these bodies exist to represent community interests in Metro service and provide input and recommendations to the Metro Board. On an issue of this magnitude, receiving and filing the NKE report would fall short of that purpose. The northern extension of the K Line will shape mobility on the Westside for generations. The public deserves to know where this council stands. **Take a vote. Make a recommendation to the Metro Board.** And I hope that recommendation is the **San Vicente-Fairfax alignment**.	Support San Vicente Fairfax alignment.	email
Derek Bishe	I strongly urge the Council to recommend the San Vincente-Fairfax alternative for the K Line Northern Extension. The San Vincent Fairfax alternative is the only way to get this extremely necessary train built in our lifetimes, and we need it now. On top of that this train would connect the other lines in the area and connect people with the places they want to go - the San-Vincente Fairfax alignment goes directly to the major attractions in West Hollywood and would have a much higher ridership than the other alternatives. Please, please, please help us get out of our cars!	Support San Vicente Fairfax alignment.	eComment

Name	Comment	Position	Format submitted
Nick Black	i am in complete support. a big reason i haven't made the plunge to move to WeHo has a lot to do with the lack of rail. this would only benefit the community and bring even more money to the city of West Hollywood. I'm in full support.	General project support	eComment
Stephen Post	I support the San Vicente–Fairfax alignment as the Locally Preferred Alternative. This route directly serves some of the top destinations in Mid City and West Hollywood, connecting riders to arts districts, cultural landmarks, dining, nightlife, and entertainment hubs across the region. With nearly 100,000 projected daily trips, it's the alignment riders are choosing—and selecting a different route would mean thousands fewer daily boardings.	Support San Vicente Fairfax alignment.	eComment
Mandeep Singh	I support the San Vicente-Fairfax route for rail to WeHo as it will make LA more accessible by metro	Support San Vicente Fairfax alignment.	eComment
Lissette Rodriguez	As a Metro rider who cares about the future of our region and understands how a properly built out transit network can benefit all of us, I urge the Metro Board to vote to approve the San Vicente-Fairfax alignment as the LPA for the K Line North Extension. Selecting this alignment would accomplish many things, among them not only reaching the most ridership levels of any of the proposed alignments, but also the possibility of accelerating construction by unlocking local funding through the creation of an EIFD. For this and many other reasons, the San Vicente-Fairfax alignment is the best choice for the LPA. Thank you.	Support San Vicente Fairfax alignment.	email
Robert Shipley	I support selecting the San Vicente–Fairfax route as the locally preferred alternative. This alignment would better connect equity-focused communities to jobs, healthcare, and key destinations across Central LA and West Hollywood, including Cedars-Sinai, The Grove, Miracle Mile, Museum Row, and the Rainbow District. It is projected to serve about 6,000 more daily riders, with roughly two-thirds being low-income, making it a strong choice for both mobility and equity. This route could also help unlock additional local funding through a potential EIFD, strengthening the project's financial viability.	Support San Vicente Fairfax alignment.	eComment
Jordan Teresi	In full support of expanding the K line to serve my neighborhood, West Hollywood. Cars are DESTROYING this city; there is so much traffic and so many dangerously unsafe drivers on the road that our tax dollars need to go toward funding better and	General project support	eComment

Name	Comment	Position	Format submitted
	more expansive public transit options. By extending the K Line, you're giving West Hollywood residents car-free access to the entire greater LA area.		
Bill Lam	I strongly urge you to go with the San Vicente-Fairfax alignment because it is a better option to serve many new areas including Beverly Center, Cedars-Sinai Medical Center, and the new West Hollywood Recreation Center located near San Vicente/Santa Monica. Regarding the segment between the Crenshaw/Adams and the future D Line Extension, hopefully you keep the Midtown Crossing Station because of the connection with the Rimpau Transit Center and depending on the housing conditions along the extension route, I'm going to stay neutral on the alternatives for now and hopefully whatever they would end up picking the final alignment located between Crenshaw/Adams and the future D Line Extension then I'll support that final alignment that they would end up picking for the one between Crenshaw/Adams and the future D Line Extension. Thank you	Support San Vicente Fairfax alignment.	
William Etienne	K Line extension is a vital project that would benefit millions of Angelinos across several communities. Absolutely support the San Vicente-Fairfax alignment and the benefit it would provide countless low income families as well as serve businesses in the area. I full heartedly believe in this project and stand in support of it!	Support San Vicente Fairfax alignment.	eComment
Jon Price	Support the K Line Northern Extension using the San Vicente–Fairfax route. This alignment would connect more people to jobs, healthcare, culture, and daily destinations while better serving equity-focused communities. It reaches key places people use including Cedars-Sinai, the Grove, Miracle Mile, Museum Row, and the heart of West Hollywood. It would serve more residents and businesses, attract thousands more daily riders, including many low-income riders, and create stronger opportunities for local investment. Please move forward with the route that delivers the greatest public benefit and best serves Central LA and West Hollywood.	Support San Vicente Fairfax alignment.	eComment
Jerard Wright	Greater LA Realtors have been long standing supporters of the All Aboard Coalition in support for the Hybrid Alternative for the K Line North extension. Given the many activity centers, jobs and destinations this line serves such as Mid City, Farmers Market, The Grove, Cedars Sinai, West Hollywood and the fact that there is no freeway to compete with this line will have high ridership and performance.	General project support	eComment

Name	Comment	Position	Format submitted
Brian Aggrey	I support the San Vicente - Fairfax alignment for the K line northern extension. As a frequent Metro rider and LA resident, I want to see my tax dollars provide the greatest return for my community, and this option serves the greatest residential density, the largest number of businesses, and the highest level of diversity. I encourage Metro to select the option that has the largest potential ridership and would go furthest toward connecting both diverse people in our community and providing access to businesses in the area.	Support San Vicente Fairfax alignment.	eComment
Steve Massey	The San Vicente–Fairfax alignment is the strongest choice because it would serve the greatest number of people and destinations. It would improve access to jobs, medical care, businesses, and cultural institutions across Central LA and West Hollywood, including major destinations that riders actually use every day. This route also offers stronger equity benefits by better serving communities that rely on transit and by attracting higher ridership overall. Choosing this alignment would maximize public value, expand opportunity, and create a better long-term investment for both riders and surrounding neighborhoods.	Support San Vicente Fairfax alignment.	eComment
Carlos Silva Lync	Primary care physician at Saban Clinic, did residency training in internal medicine at Cedars-Sinai. The Westside/Central Service Council should recommend that the Metro Board selects the San Vicente-Fairfax Route as the locally preferred alternative because it would: Connect equity-focused communities to jobs, opportunities, cultural institutions, and healthcare Serve more residents, businesses, and destinations Serve all the top destinations in Central LA and WeHo (Ex: Cedars-Sinai, the Grove, Museum Row, and the WeHo Rainbow District) Serve 6,000 more daily riders (⅔ would be low income!) Unlock local funding through a potential EIFD	Support San Vicente Fairfax alignment.	eComment

City of
West Hollywood

City Hall
8300 Santa Monica Blvd.
West Hollywood, CA
90069-6216
Tel. (323) 848-6460
FAX (323) 848 6562

CITY COUNCIL

JOHN HEILMAN
Mayor

DANNY HANG
Vice Mayor

Chelsea Lee Byers
Councilmember

JOHN M. ERICKSON
Councilmember

LAUREN MEISTER
Councilmember

March 25, 2026

Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

RE: **City of West Hollywood Concerns with Draft K Line Northern Extension Motions Relative to Proposed Enhanced Infrastructure Financing District (EIFD) Formation.**

Dear Chair Dutra and Members of the Metro Board of Directors,

Thank you for taking the time to consider next steps for the K Line Northern Extension project. We are grateful for the support we have heard from many of you or your staffs for the San Vicente-Fairfax alternative over the last few weeks. While we appreciate efforts to build trust with communities along the line concerned with tunneling, motions under consideration to address those concerns could undermine our ability to form an Enhanced Infrastructure Financing District (EIFD) and develop an implementable plan of finance. Our concerns include the following:

- **The locally preferred alternative must include a defined route for the entire line as defined in the environmental document even if changes are anticipated.** It is essential that the City and agency partners have some degree of certainty before taking on the considerable expense and effort required to form an EIFD. EIFDs must include a defined Infrastructure Plan with the specific projects intended to receive funding from the district.

- **Leaving the Mid City alignment undefined creates major uncertainty in overall project costs.** Previous Mid City alternatives studied by Metro ranged in cost from an additional $6.5 million to an additional $646 million representing a considerable difference in the scale of the funding challenge before us, even before new alternatives are considered.

- **Leaving the Mid City alignment undefined creates major uncertainty in potential competitiveness for other funding sources.** The additional cost range above is also paired with a wide range of travel time and ridership penalties, all of which change the cost benefit ratio of the project which could undermine competitiveness for state or federal funding and

financing. This would further alter the scale of the funding challenge before us.

- **Delaying the start of any additional outreach and technical studies creates additional project delays and schedule uncertainty between formation of an EIFD and next steps like project engineering and federal environmental review.** If additional outreach and technical work must be done, it should be started immediately to run in parallel with EIFD formation activities and should be capped at a reasonable maximum duration to prevent further delays.

- **It's unclear that additional outreach and analysis would produce a different outcome from prior Metro activities.** Metro spent the last 18 months and $2.3 million on peer reviewed technical studies scientifically confirming that tunneling would have no perceptible impacts to properties on the surface, would not impact property values or mineral rights, and confirming their extensive experience safely tunneling under every conceivable land use from historic homes and hospitals to schools and concert halls. Despite this overwhelming evidence and extensive outreach to the concerned communities, some people may never be convinced. As written, the City has no guarantee that embarking on a similar process again would not put us right back in this position when the project returns to the Board of Directors.

We remain open to supporting appropriate efforts to address concerns with tunneling, but we respectfully ask that you consider the above to ensure that final direction from the Metro Board of Directors does not impede our ability to form an EIFD or develop an implementable plan of finance. Thank you for your time and consideration and please don't hesitate to reach out to our staff if you have any questions or concerns.

Sincerely,

[redacted]

John Heilman
MAYOR

[redacted]

Chelsea Lee Byers
COUNCILMEMBER/West Hollywood City Council Metro Liaison

SUBJECT: Public Comment FOR, Metro Board Meeting March 26, 2026, Agenda Item No, 7 (2025-0846)

Metro Board Clerk

Metro Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

Honorable Members of the Board,

My name is Cooper Crane. I am a graduate student of public history at the University of California, Riverside. I study California history, including transportation history within Southern California. I am writing the members of the Metro Board for public comment on item number seven, for the Metro board meeting on March 26, 2026. I am writing to comment in favor of the staff recommendation for the LPA for the K Line North Extension through West Hollywood. The K Line north extension is one of the most important projects for transportation within the Los Angeles area. It will provide vital connections between the B, E, and C lines, as well as the D-line extension. The extension of the K-Line light rail will relief traffic congestion on Sepulveda, the most heavily trafficked bus-corridor within the Metro system, and provide critical north-south links for central Los Angeles. Until the completion of the Sepulveda Pass Corridor, the K-Line extension will also provide a vital

link for commuters in the San Fernando Valley via the B-Line without having to commute to downtown.

The K-line extension is needed now, and cannot be delayed. Mayor Karen Bass is proposing a recommendation into additional studies into the impact of tunneling on residential areas above the proposed extension. This recommendation is misguided. Metro has already conducted numerous studies that have shown that there is no impact on communities as a result of tunneling. This is a bad-faith recommendation intended to prevent the formation of a EIFD in West Hollywood that would provide funding for immediate construction, and is similar to historic anti-tunneling arguments in LA's transit history. Without the board approval of the LPA, the K-line will not have a local source of funding and will be delayed decades.

Los Angeles cannot afford to let this happen. Gas, oil, and energy prices will rise over the next decades as oil-based infrastructure will become unsustainable. For the future success and growth of Los Angeles, the city and county needs additional transit links that can be built in the present. Any delay now will be irreversible and detrimental to the continued success and survival of Los Angeles. I urge the Metro Board to vote in FAVOR of the Metro K Line LPA for the north extension to the Hollywood Bowl.

Respectfully,

Cooper Lennon Crane,

PhD student, University of California Riverside

March 25, 2026

Los Angeles County Metro Board
1 Gateway Plaza
Los Angeles, CA 90012

SUPPORT: Staff-recommended San Vicente-Fairfax Hybrid Alignment for K-Line North

On behalf of Abundant Housing LA, I write to express support for the San Vicente-Fairfax Hybrid Alignment for the K-Line North. This route will connect riders from Redondo Beach, Crenshaw and Jefferson Park with Fairfax, West Hollywood and Hollywood, with a northern terminus at the Hollywood Bowl. An Enhanced Infrastructure Financing District (EIFD) from the City of West Hollywood, partnered with other local sources, will provide essential funding for this project. Once finished, it will be the busiest light rail line in the country.

As this is a subway, the route will require tunneling, which Los Angeles has been doing for public transportation projects for 40 years. Subway tunneling in urban areas is a safe, well-established practice that does not harm surrounding homes or infrastructure. Extensive geological surveys allow engineers to anticipate ground conditions before excavation begins, and modern tunnel boring machines operate at levels so deep enough that they are unnoticeable from the surface.

This project must move forward without delay. Los Angeles County is one of the most traffic-congested areas in the country, and given our region's high cost of living and the need to reduce greenhouse gas emissions, it is imperative that we expedite and expand sustainable transportation options for transit-dependent riders. For these reasons, we urge your support.

Sincerely,



Azeen Khanmalek
Executive Director
Abundant Housing LA



March 25, 2026

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

Via Email: boardclerk@metro.net

Subject: Item 7 – March 26, 2026 Board Meeting: 2025-0846 Approve the San Vicente-Fairfax alignment evaluated in the 2024 Draft Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE) Project[1]

Dear Chair Dutra and Members of the Board:

The Boards selection of a Locally Preferred Alternative ("LPA") for the K Line Northern Extension ("KNE" or "Project") prior to completion, consideration and certification of a Final Environmental Impact Report ("FEIR") for the proposed Project would be a violation of the California Environmental Quality Act ("CEQA"), given the recent passage of SB 79.

Historically, transit agencies have relied on the legal precedent that selecting an LPA is merely a non-binding planning milestone, a defense rooted in the California Supreme Court's ruling in *Save Tara v. City of West Hollywood*. However, the passage of the Abundant and Affordable Homes Near Transit Act (SB 79) last October fundamentally altered this legal landscape. Because of SB 79, selecting an LPA is no longer a procedural stepping stone; it is a highly consequential land-use trigger which must be analyzed in a Final EIR before the Board can take any action that triggers SB 79.

[1] The Board Report and attachments are available at: https://datamade-metro-pdf-merger.s3.amazonaws.com/2025-0846.pdf

Selection of a Locally Preferred Alternative is no longer an action without environmental consequences. SB 79 is triggered by the selection of a "preferred alternative." The Board's selection of an LPA for the Project, will trigger SB 79 for transit stops along the preferred alignment, resulting in significant impacts that have not been analyzed in a certified FEIR, and which will be triggered as soon as SB 79's July 1, 2026 implementation date, even if the LPA does not break ground until 2041, and/or is never fully funded, and/or is not the ultimately approved Project, and/or is never constructed. The Board is thus precluded from selecting an LPA until a full FEIR has been completed and certified which addresses the impacts of the proposed Project in combination with SB 79.

At a minimum, the EIR for the LPA must analyze the land use impacts of the LPA in combination with SB 79, and the resulting strain on sewer, water, and power systems and public services. It must address impacts associated with triggering increased density in high fire zones (VHFHSZ). It must address the growth-inducing impacts of the LPA. It must disclose the financial impacts on cities and their residents, who will inevitably bear the tax and utility rate increases to fund required infrastructure expansions, and the potential indirect environmental impacts resulting from this strain on local government finances. It must also address how the LPA in combination with SB 79 will hurt the ability of cities to encourage the development of affordable housing, resulting from SB 79's luxury housing loophole, and SB 79's affordability requirements, which are substantially lower than the RHNA housing affordability targets cities and counties have been required to achieve with their Housing Elements, thus impacting the ability of cities to meet affordable housing targets. It must also address the resulting inconsistencies with existing General and Specific Plans.

Selection of an LPA triggers SB 79, which will result in significant impacts that have not been identified or analyzed in the EIR for the Project. The significant SB 79-related growth-inducing and other impacts resulting from selection of an LPA have not been analyzed or addressed in a certified FEIR. It is therefore inappropriate for the Board to select an LPA at this time.

1. THE PROPOSED LPA

Figure 1 from Attachment D to the Board Report shows staff's proposed LPA, as follows:

Map of Staff Recommendation for LPA for K Line Northern Extension (KNE) Project



IOS = Initial Operating Segment

FIGURE 1 – Proposed LPA

Staff is recommending the approval of the San Vincente-Fairfax alignment with the following features and modifications as the LPA, as detailed in the Board Report:

> San Vicente-Fairfax alignment evaluated in the 2024 Draft Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE) Project contingent upon the formation of an Enhanced Infrastructure Financing District (EIFD) by the City of West Hollywood in coordination with Los Angeles County to provide additional local sources of funding (at least 25% of the capital cost estimate) per the Early Project Delivery Strategy with:

A. an initial operating segment (IOS) from the Expo/Crenshaw Station at the E/K Line to Wilshire/Fairfax at the D Line;

B. an adjusted tunnel alignment in Mid-City to continue to maximize use of public rights-of-way (ROW) to reduce subsurface easements, described as Crenshaw ROW: Option 2 in the Mid-City Additional Alignment Analysis Report (2025);

C. a commitment to work with the owner of the Midtown Crossing Shopping Center to preserve the opportunity to relocate the supermarket at an alternate location on acquired property adjacent to the construction site, prior to the start of construction; and

D. a terminus station at the Hollywood Bowl.

2. PROJECT HISTORY

The following are key milestones in the Project's environmental review history:

- The Measure M Expenditure Plan allocated $2.24 billion (in 2015 dollars) to the project **and identified 2041 as the ground-breaking year** when project funds would be available for construction, with the goal of opening between 2047-2049.
- In August 2020, the Board directed staff to begin work on environmental clearance under CEQA and prepare a Draft EIR.
- On April 15, 2021, Metro initiated public scoping for an environmental document with a 45-day scoping period, which ended on May 28, 2021.
- Metro published several technical studies in 2023 including ridership projections, projects benefits, and preliminary cost estimates.
- On July 23, 2024, Metro released the Draft EIR[2] ("DEIR") for public review over a 60-day comment period that extended to September 20, 2024. As noted on page 5 of the Board Report: "During the public comment period for the Draft EIR, Metro received over 1,300 submissions by email, mail, and phone. The City of West Hollywood shared a survey with their residents and received over 600 comments on the Project, which they attached to their comment letter on the Draft EIR. Of the over 1,300 submissions received on the Draft EIR, 95% came from individuals, while the remaining came from public agencies, elected offices, community groups, and businesses.

[2] The DEIR is available at: https://www.metro.net/projects/kline-northern-extension/

- Following release of the DEIR, Metro released a number of technical studies,[3] including:
    - Frequently Asked Questions Summer 2025 – Tunneling Safety, dated August 2025
    - Mid-City Additional Alignment Analysis Summary Report, dated August 2025
    - Tunnel Safety Report, dated August 2025
    - Frequently Asked Questions Summer 2025 – Property Considerations, dated August 2025
    - Property Considerations Report, dated August 2025
    - West Boulevard Addendum to the Mid-City Additional Alignment Analysis Report, dated October 7, 2025

- A vote on staff's recommended LPA is scheduled for the March 26, 2026 Metro Board Meeting. A FEIR has yet to be completed. The staff report includes only the following attachments and does not include the DEIR:
    - Attachment A - Summary of Draft EIR Comments
    - Attachment B - Summary of 2025 Community Engagement
    - Attachment C - Metro Cost Benefit Analysis
    - Attachment D - Map of Staff Recommendation for LPA

3. SB 79

SB 79 was signed into law by the Governor on October 10, 2025[4] and goes into effect on July 1, 2026. SB 79 specifies "by right" development densities within ½ mile of "transit-oriented development stops" defined in Section 65912.115 as follows:

> (p) "Transit-oriented development stop" means a major transit stop, as defined by Section 21064.3 of the Public Resources Code, **and also including stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.** When a new transit route or extension is planned that was not identified in the applicable regional transportation plan on or before

[3] The technical studies are available at: https://www.dropbox.com/scl/fo/77p64ve9aljqc2sofdlpp/AB7_s20Rs0bbpCXXO6Cifuo?rlkey=m922ulvqno3yiyazosozh5xmj&e=1&st=ya0oz0df&dl=0

[4] The full text of SB 79 as chaptered is available at: https://legiscan.com/CA/text/SB79/id/3272905 And https://legiscan.com/CA/text/SB79/id/3272905/California-2025-SB79-Chaptered.html

> January 1, 2026, those stops shall not be eligible as transit-oriented development stops unless they would be eligible as Tier 1 transit-oriented development stops. If a county becomes an urban transit county subsequent to July 1, 2026, then bus service in that county shall remain ineligible for designation of a transit-oriented development stop. (Emphasis added).

Section 21064.3 of the Public Resources Code defines a major transit stop as follows:

> "Major transit stop" means a site containing any of the following:
> (a) An existing rail or bus rapid transit station.
> (b) A ferry terminal served by either a bus or rail transit service.
> (c) The intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

SB 79 is thus triggered by the selection of a "preferred alternative." The Board's selection of an LPA for the Project, will thus trigger SB 79 for transit stops along the preferred alignment, resulting in significant impacts that have not been analyzed in the certified FEIR, and which will be triggered as of SB 79's July 1, 2026 implementation date, even if the Project does not break ground until 2041 and/or is never fully funded, constructed or operated. The Board is thus precluded from selecting an LPA until a full FEIR has been completed and certified which addresses the impacts of the proposed Project in combination with SB 79.

In addition to defining transit-oriented development stops, SB 79 defines two tiers of stops as follows:[5]

> (n) "Tier 1 transit-oriented development stop" means a transit-oriented development stop within an urban transit county served by heavy rail transit or very high frequency commuter rail.
>
> (o) "Tier 2 transit-oriented development stop" means a transit-oriented development stop within an urban transit county, excluding a Tier 1 transit-oriented development stop, served by light rail transit, by high-frequency commuter rail, or by bus service meeting the

[5] SB 79 Section 65912.156 includes the following definitions:
(d) "Heavy rail transit" means a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. "Heavy rail transit" does not include California High-Speed Rail.
(e) "High-frequency commuter rail" means a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.

standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.

As explained in SB 79 Section 65912.157, states in part:

(a) A housing development project **shall** be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development within one-half or one-quarter mile of a transit-oriented development stop, if the development complies with the applicable of all of the following requirements:

(1) A transit-oriented housing development project allowed under this chapter **shall** include at least five dwelling units and meet the greater of the following:

(A) A minimum density of at least 30 dwelling units per acre.

(B) The minimum density required under local zoning, if applicable.

(2) The average total area of floor space for the proposed units in the transit-oriented housing development project **shall** not exceed 1,750 net habitable square feet.

(3) For a transit-oriented housing development project within one-quarter mile of a Tier 1 transit-oriented development stop, all of the following apply:

(A) **A local government shall not** impose any height limit less than 75 feet.

(B) **A local government shall not** impose any maximum density of less than 120 dwelling units per acre.

(C) **A local government shall not** enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 3.5.

(D) A development that achieves a minimum density of 90 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, **shall** be

eligible for additional concessions pursuant to Section 65915, as specified in subdivision (d).

(4) For a transit-oriented housing development project further than one-quarter mile but within one-half mile of a Tier 1 transit-oriented development stop, and within a city with a population of at least 35,000, all of the following apply:

(A) **A local government shall not** impose any height limit less than 65 feet.

(B) **A local government shall not** impose any maximum density standard of less than 100 dwelling units per acre.

(C) **A local government shall not** enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 3.

(D) A development that achieves a minimum density of 75 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, shall be eligible for additional concessions pursuant to Section 65915, as specified in subdivision (d).

(5) For a transit-oriented housing development project within one-quarter mile of a Tier 2 transit-oriented development stop, all of the following apply:

(A) **A local government shall not** impose any height limit less than 65 feet.

(B) **A local government shall not** impose any maximum density standard of less than 100 dwelling units per acre.

(C) **A local government shall not** enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 3.

(D) A development that achieves a minimum density of 75 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but

not limited to, affordability requirements, shall be eligible for additional concessions pursuant to Section 65915, as specified in subdivision (d).

(6) For a transit-oriented housing development project further than one-quarter mile but within one-half mile of a Tier 2 transit-oriented development stop, and within a city with a population of at least 35,000, all of the following apply:

(A) **A local government shall not** impose any height limit less than 55 feet.

(B) **A local government shall not** impose any maximum density standard of less than 80 dwelling units per acre.

(C) **A local government shall not** enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 2.5.

(D) A development that achieves a minimum density of 60 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, shall be eligible for additional concession pursuant to Section 65915, as specified in subdivision (d).

(b) For purposes of this chapter, the distance of a transit-oriented housing development project from a transit-oriented development stop shall be measured in a straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the transit-oriented development stop.

(c) A local government may still enact and enforce standards, including an inclusionary zoning requirement that do not, alone or in concert, prevent achieving the applicable development standards of subdivision (a). A local government shall not adopt any requirement, including, but not limited to, increased fees or inclusionary zoning requirements, that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, except as necessary for the requirements of this chapter.

4. SB 79 TRANSFORMS THE ADOPTION OF AN LPA INTO A BINDING ACTION

When SB 79 takes effect on July 1, 2026, it will mandate by-right, high-density housing (up to 120 units per acre and heights up to 95 feet) within a half-mile of qualifying Transit-Oriented Development stops. Crucially, the statute defines qualifying stops to include planned stations on routes where a "preferred alternative" has been selected.

By voting to adopt the KNE LPA tomorrow, the Board will actively trigger sweeping, mandatory upzoning across Los Angeles and West Hollywood. Because this action instantly strips local jurisdictions of their zoning authority and vests developers with new entitlements, the LPA selection can no longer be defended in court as a "non-binding" study preference. It is a definitive commitment that dramatically alters the physical environment.

5. THE DRAFT EIR IS LEGALLY INADEQUATE UNDER THE NEW BASELINE

The Draft EIR for the K Line Northern Extension was released for public comment in July 2024, well before SB 79 was signed into law. Consequently, the Draft EIR evaluated the project's growth-inducing impacts, traffic circulation, utility demands, and public service requirements based on *existing* local zoning. It did not model the environmental impacts of the exponential housing density that SB 79 will now mandate along the San Vicente, Fairfax, or La Brea corridors. Under CEQA, an EIR must analyze the reasonably foreseeable indirect impacts of a project. Because the KNE LPA vote automatically triggers state-mandated upzoning, the influx of high-density development is now a legally foreseeable consequence of your vote.

Under CEQA, an EIR must analyze the "growth-inducing impacts" of a project. Historically, transit agencies would model future neighborhood growth based on existing local zoning. That is no longer legally defensible. Agencies, including Metro, must now input SB 79's statutory minimums into their traffic, water, sewer, and public services models.

- **Tier 1 Zones:** Metro must assume the environmental impacts of **160 dwelling units per acre (du/ac)** and **95-foot heights** within a quarter-mile of the planned stop.
- **Tier 2 Zones:** Metro must model **120 du/ac** and **75-foot heights** between a quarter- and half-mile of the stop. This exponentially increases the projected localized impacts of the transit project, forcing agencies to develop much more aggressive (and expensive) mitigation measures for utilities and traffic flow.

6. VIOLATION OF THE CEQA PRE-COMMITMENT DOCTRINE

CEQA dictates that an agency cannot take any action that significantly furthers a project in a manner that forecloses alternatives or mitigation measures prior to the completion of the EIR. If the Board adopts the LPA now, it will be committing to a route

that triggers massive land-use changes without having ever analyzed the environmental impacts of those specific changes and will foreclose other options. To comply with CEQA, Metro must first revise the EIR to model the statutory maximums of SB 79 as "growth-inducing impacts" and develop appropriate mitigation measures. Only after a Final EIR is certified can the Board legally select an LPA that carries such profound, irreversible land-use consequences.

7. METRO MUST ACTIVELY ADVOCATE FOR NEEDED CHANGES TO SB 79

We support Metro's requested changes to SB 79 adopted at Metro's January 22, 2026 Board Meeting as part of the Board's opposition to SB 677 unless amended. Metro's stated position is:[6]

> To ensure that Metro can continue advancing its Long Range Transportation Plan and improving transit service across the region, Metro recommends considering an alternative structure or a Los Angeles–specific exemption. These options could include:
> - Limiting the bill's applicability to only those rail transit projects that are in revenue service.
> - Creating an incentive-based structure using state funds that allows local agencies to determine how best to locate density around transit infrastructure.
> - Delaying the effective date of the bill until implementation issues can be addressed.
> - Limiting the bill's applicability to the Bay Area as a pilot project for a set period of time.
> - Exempting Los Angeles County from SB 79, given the region's extensive and ongoing transit expansion efforts and the importance of maintaining strong local partnerships to advance these projects.

SB 79 is highly destructive to neighborhoods, the ability of cities to promote affordable housing, and to public support for transit projects. We urge the Board to actively and aggressively pursue legislation to:

- Limit the bill's applicability to the Bay Area as a pilot project for a set period of time.
- Exempt Los Angeles County from SB 79, given the region's extensive and ongoing transit expansion efforts and the importance of maintaining strong local partnerships to advance these projects.

Transit should serve people. People should not be forced to serve transit. Don't make people choose between improved transit and the destruction of the

[6] https://boardagendas.metro.net/board-report/2025-1053/

neighborhoods they love. Actively oppose the application of SB 79 to the greater Los Angeles area.

8. CONCLUSION

Moving forward with an LPA vote before finalizing an EIR that accounts for SB 79 violates CEQA and is likely to invite CEQA litigation. We strongly urge the Board to delay the LPA selection until Metro staff has updated the environmental review to reflect the new realities of state housing law.

Thank you for your time, service, and attention to this urgent matter.

Sincerely,

Susan O'Carroll, Ph.D
For R-LAND

Tarik Yetken
[redacted]
25 March 2026

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

Re: Public Comment for the March Metro Board Meeting — Support for the Northbound K Line Extension along Fairfax/San Vicente Route (Item 7 on Agenda)

Dear Chair and Members of the LA Metro Board,

I am submitting this letter as public comment for the **March Board Meeting** to express strong support for advancing the northbound extension of the K Line along the Fairfax/San Vicente Route. This project represents a critical investment in the region's future, expanding equitable mobility, improving regional connectivity, and bringing new economic opportunities to communities that have long been underserved by major transit infrastructure.

The K Line has already begun to deliver meaningful improvements to mobility in South Los Angeles. Extending the line north will complete a vital corridor linking LAX, Inglewood, Hyde Park, Leimert Park, Baldwin Hills, Mid-City, West Hollywood, and Hollywood directly to the broader regional rail network. This expansion will give residents and workers more reliable access to jobs, schools, health care, and cultural destinations across Los Angeles County.

The northbound extension also aligns with Metro's climate, sustainability, and equity goals by offering a clean transportation alternative, reducing emissions, and encouraging smart, community-centered development along the corridor. When paired with strong equity protections and continued community input, this project has the potential to uplift small businesses, expand opportunities for local hiring, and strengthen historically marginalized neighborhoods.

As you take up this item in the March meeting, I also urge the Board to maintain the highest standards of transparency and public trust during deliberations on route options and project decisions. Community members have raised questions about potential conflicts of interest involving Board participation, including whether members with property located near proposed alignments are working behind-the-scenes where there should be no appearance of undue influence. While I am not asserting wrongdoing, I believe the Board would benefit from proactively addressing these concerns, clarifying recusal procedures, and reassuring the public that all decisions are being made fairly and impartially.

This March meeting represents an important moment to move the project forward with a clear commitment to equitable outcomes, open dialogue, and community-centered planning. I urge you to advance the northbound K Line extension with urgency while upholding the highest standards of accountability and public confidence.

Thank you for your leadership and for considering this input. I appreciate your dedication to improving mobility for all residents of Los Angeles County and look forward to seeing this essential project progress.

Sincerely,
Tarik Yetken

Dear Members of the Metro Board,

I am writing to express my strong support for tunneling the K Line extension through the Lafayette Square area. This approach represents a forward-thinking, community-conscious solution that minimizes surface disruption, preserves neighborhood integrity, and supports long-term transit efficiency.

A tunneled alignment would reduce impacts to traffic, local businesses, and historic areas while ensuring a safer and more reliable transit experience for riders. Given the long-term nature of this infrastructure investment, it is critical that decisions prioritize the broader public good rather than short-term or localized concerns.

I also encourage the Board to carefully evaluate all stakeholder input with transparency and fairness. In situations where individuals involved in the discussion may have personal or financial interests in the affected area, it is especially important to ensure that decision-making remains objective and focused on what best serves the entire community.

Los Angeles deserves infrastructure solutions that are equitable, efficient, and built to last. I respectfully urge the Board to move forward with a tunneled alignment through Lafayette Square as the option that best meets these goals.

Thank you for your time and consideration.

Sincerely,
Israel Pimentel
[redacted]

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

March 25, 2026

The Honorable Fernando Dutra, Chair
LA Metro Board of Directors
Office of Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, California 90012

Dear Chair Dutra and Honorable Members of the LA Metro Board:

STATEMENT ON METRO BOARD VOTE ON THE K LINE EXTENSION ITEM 7

On behalf of the County of Los Angeles Department of Parks and Recreation (LA County Parks), I am pleased to express our strong support for the approval of the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE), including the proposed terminus station at the Hollywood Bowl.

The Hollywood Bowl (Bowl) is one of Los Angeles County's (County) most iconic cultural and recreational destinations, welcoming approximately one million visitors annually for performances, community events, and educational programming. As stewards of this cherished public asset, we recognize the importance of ensuring that access to the Bowl is equitable, sustainable, and aligned with the County's broader mobility, environmental, and community goals.

The inclusion of a terminus station at the Hollywood Bowl represents a transformative investment in public access. By directly connecting the venue to the regional rail network, the project will significantly expand affordable transportation options for residents across Los Angeles County, particularly for those from Equity Focus Communities, who are projected to make up a substantial share of riders. This improved connectivity will allow more families, students, and individuals to attend performances and cultural events without the burden of high parking costs or reliance on private vehicles.

In addition to enhancing access, the Hollywood Bowl terminus will play a critical role in reducing traffic congestion in one of the most heavily impacted areas of the region. Event nights at the Bowl are synonymous with significant vehicle congestion on surrounding roadways and freeways, contributing to increased greenhouse gas

emissions, poor air quality, and neighborhood impacts. By providing a fast, reliable, high-capacity transit alternative, the KNE project will help shift thousands of trips from cars to transit, supporting Metro's projected reduction of over 127,000 daily vehicle miles traveled and advancing regional climate goals.

The project also aligns with broader County priorities to improve mobility, reduce environmental impacts, and enhance quality of life. The connection to the Hollywood Bowl will not only benefit eventgoers, but also employees, performers, and nearby communities who will gain more reliable and efficient transportation options. Furthermore, the station will support first/last mile improvements, encourage multimodal access, and reduce strain on local infrastructure and parking resources.

We also recognize the operational and construction efficiencies identified in the report, including the suitability of the Hollywood Bowl parking areas as a staging site for tunnel boring operations. This dual benefit, both as a transit destination and as a practical construction asset, further strengthens the case for its inclusion in the LPA.

For these reasons, LA County Parks strongly supports the recommendation to approve the San Vicente-Fairfax alignment as the LPA, inclusive of the Hollywood Bowl terminus. This project represents a meaningful step toward a more connected, accessible, and sustainable Los Angeles County.

We appreciate Metro's continued partnership and commitment to delivering infrastructure that serves our communities and enhances access to the County's treasured public spaces.

Sincerely,

[redacted]

Norma E. García González
Director

NEGG:AB:KR:AO:CK:LH:lh

c.: Fifth Supervisorial District (S. Nemer)
Parks and Recreation (A. Bokde, K. Regan, A. Ochoa, C. Kano)

March 25, 2026

LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net

RE: Board Agenda Item 9. K-Line to Torrance SUPPORT Awarding PMSS Contract

Dear Metro Board Members,

South Bay Forward is a grassroots group of residents in the South Bay region of Los Angeles County and a Metro CBO for the K-Line to Torrance. Our mission is to expand housing and transportation choices for a more inclusive, equitable, affordable, and sustainable community. Together we learn, identify solutions, educate, and mobilize for positive change.

As longtime supporters of transit to the South Bay, we are writing in SUPPORT of awarding the PMSS Contract to Hill International, Inc for the K-Line Extension to Torrance. Moving this project forward expeditiously benefits all residents of the South Bay and neighboring cities.

Sincerely,

Sheana Ahlqvist, Chair
South Bay Forward
Representing ~ 900 South Bay Residents

Jolie Kingsley Ceo
[redacted]
[redacted]

March 25, 2026

Subject: Request to Reject Current K Line Extension Alignment

Dear Members of the Board,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day.

Equally concerning is the lack of fair and timely community engagement.

There are also serious concerns about governance and equity in decision-making.

Recent developments have only deepened these concerns.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed.

We respectfully ask that you:

• Reject the current alignment

• Ensure a fair and transparent evaluation of alternatives

• Provide meaningful and timely engagement with our community

• Restore trust through open communication and accountability

Thank you for your time and consideration.

Sincerely,

Jolie Kingsley Ceo

March 25, 2026

RE: Board Agenda Item 7. K-Line North SUPPORT for San Vicente-Fairfax Route

Dear Metro Board Members,

South Bay Forward is a grassroots group of residents in the South Bay region of Los Angeles County and a Metro CBO for the K-Line to Torrance. Our mission is to expand housing and transportation choices for a more inclusive, equitable, affordable, and sustainable community. Together we learn, identify solutions, educate, and mobilize for positive change.

We are writing to express **strong SUPPORT for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension** project. This line is **complementary to the recently approved K-Line to Torrance diverting traffic to transit**. We support **moving forward with the two projects – connecting rail from Torrance to West Hollywood – as soon as possible**. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood connecting to the South Bay in less than an hour. South Bay residents currently rely on automobiles to get to areas north adding to traffic in already busy neighborhoods.

The San Vicente–Fairfax route best serves the needs of our communities by providing access to Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines and LAX.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents compared to the La Brea route.

We urge the Metro Board to **prioritize community input and long-term regional benefits by selecting the staff recommendation for the San Vicente–Fairfax route as the Locally Preferred Alternative**. Thank you for considering public input on this important decision.

Sincerely,
Sheana Ahlqvist, Chair
South Bay Forward
Representing ~ 900 South Bay Residents

Southern California's Leading Transit Advocacy Group
P.O. Box 567 * San Fernando, CA 91341-0567
Voice: 818.419.1671 * Cell: 747.300.7778
www.transitcoalition.org

The Transit Coalition (a project of Pacoima Beautiful) is a nonprofit public charity exempt from federal income tax under Section 501[c](3) of the Internal Revenue Code

25 March 2026

The Honorable Fernando Dutra
Chair
Los Angeles County Metropolitian Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item 7, 2025-0846 Support - K Line Northern Extension (KNE) - Locally Preferred Alternative (LPA)

Dear Chair Dutra and Directors:

The Transit Coalition (TTC) expresses support for the staff proposed recommendation for Item 7 the San Vicente-Fairfax option as the Locally Preferred Alternative.

The San Vicente-Fairfax alignment has the most support among public officials, agencies and organizations according to the Metro K Line Northern Extension Draft EIR Public Comment Period Summary Memorandum. Many organizations that identified an alignment chose the San Vicente-Fairfax alignment.

Support for the San-Vicente Fairfax Alignment (282) was nearly double the opposition to the Mid-City Alignment (138) and opposition to the K Line Northern extension (20).

Destinations such as Cedars-Sinai Hospital, the Beverly Center, the Los Angeles LGBT Center, Midtown Crossing, the Midtown Shopping Center and the Hollywood Bowl are important elements served along the proposed San Vicente-Fairfax route.

In addition to the K Line Northern Extension Draft Environmental Impact Report (DEIR), Metro completed a separate report on property concerns on the K Line Northern Extension: *The K Line Northern Extension Property Considerations Report*.

Metro has safely constructed over thirty miles of tunnels spanning 43 years. Metro A, B, D, E and K Lines operate below or next to residences, businesses, schools, parks and other buildings in daily service.

Additionally, the Metro D Line Extension passes adjacent to single-family homes in Westwood that were constructed from the 1920s to the 1930s. The planned tunnel depth for the K Line Northern Extension will be between 40 and 120 feet.

This is like other tunnel projects in Los Angeles County. Metro decades of experience and the DEIR and supplemental reports should ease concerns about underground tunneling and property impacts along the K Line Northern Extension.

The K Line Northern Extension Property Considerations Report **decisively answered concerns about property rights with facts, existing laws and the scope of Metro decision-making. The report states that, "zoning jurisdictions are overseen by local jurisdictions, not Metro," and "Metro would purchase the necessary subsurface easements from property owners."**

Metro must, by law, compensate property owners for subsurface easements like private utilities including cable and telephone companies. ***The K Line Northern Extension Property Considerations Report*** **details the compensation procedure on pages 2 and 3.**

The report cited two separate studies that revealed positive outcomes for areas closer to rail transit. A 2019 study conducted by the American Public Transportation Association (APTA) and the National Association of Realtors (NAR) studied the relationship between transit station areas and several demographic variables in 7 U.S. cities.

Los Angeles was one of the study cities. Between 2012 and 2016, the study revealed that home prices in the City of Los Angeles grew 61% and 8% higher for homes within 0.5 miles of a rail or fixed-guideway bus station than homes farther than 0.5 miles.

The second study was by the National Institute for Transportation and Communities (NITC). It assessed forty-two metropolitan regions on the relationship between transit station areas and several demographic and household factors.

The study showed that the transit station areas created 20% of regional job growth, raised median household incomes by 9% and used less than 1% of urbanized land.

It revealed a 15-25% increase in home values within 0.5-mile radius of a rail expansion than homes outside the radius.

The K Line Northern Extension will benefit existing homeowners without compromising property rights. The San Vicente-Fairfax alignment enjoys broad support among public officials, government agencies and private organizations. Metro has a continuous record for safe tunneling and transit operations in Authority tunnels.

The San Vicente-Fairfax alignment is superior for transit ridership, fare revenues and economic development. The Transit Coalition proposes that the Metro Board of Directors approve the SanVicente-Fairfax alignment as the Locally Preferred Alternative and fully implement the Staff Recommendation, as is, without obstructive amendments meant to delay or slow project implementation.

Sincerely,



Bart Reed
Executive Director

March 2026 RBM Public Comments – Item 7

From: Arazel Thalez [redacted]>
Sent: Monday, March 23, 2026 5:27:23 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

No more delay - please approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be one of the busiest light rail lines in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. It will be extremely helpful to Angelinos like myself who resides in the area it will pass through. As gas prices rise and traffic congestion has not let up, we need more alternatives for travel that are also friendlier to our environment and lungs.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues. Thank you so much for your attention to this matter!

Thank you,
D'Ava Newman
[redacted]

From: Salvador Hagan [redacted]
Sent: Sunday, March 22, 2026 12:44:24 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Salvador Hagan
[redacted]

From: [redacted]
Sent: Sunday, March 22, 2026 2:12:51 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ida Allen-Auerbach
[redacted]

From: Mastin T. Fowler [redacted]
Sent: Sunday, March 22, 2026 10:30:22 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Re: Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

In advance of this Thursday's meeting, I am writing to reiterate my strong support for selecting he San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. Thank you for considering public input on this important decision.

Sincerely,
Mastin Fowler
West Hollywood, CA

From: Isaac [redacted]
Sent: Sunday, March 22, 2026 10:22:32 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) ENOUGH ALREADY! Approve the K Line Northern Extension San Vicente-Fairfax alignment!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and other leaders,

I am a mid-city resident. The K Line Northern extension will pass within a couple hundred yards of my home and will have a station a short walk away. I am wholeheartedly in support of this project.

Approve the K Line Northern Extension San Vicente-Fairfax alignment! We have done enough studies. We have dealt with enough delays.

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

The light rail tunnel for the regional connector in DTLA goes underneath Disney Hall, The Broad, and Colburn School. These are some of the most acoustically sensitive places in LA and there have been no issues.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Isaac Nemzer
[redacted]

From: Isaac Millan [redacted]
Sent: Sunday, March 22, 2026 10:16:50 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

From: Curtis Taylor [redacted]
Sent: Sunday, March 22, 2026 10:15:40 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 — No More Delays

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members and Local Leaders,

Enough with the delays. It's time to approve the K Line Northern Extension San Vicente–Fairfax alignment.

At this point, it's obvious that no number of meetings, studies, or reassurances will convince a small group of opponents that tunneling 100+ feet underground (something Metro has done safely across the region) poses zero meaningful impact. We cannot let a handful of objections stall a project with massive regional benefits.

West Hollywood is stepping up with 25% of the project cost. That level of partnership is rare, and this board should treat it as the opportunity it is.

Once built, this will be the busiest light-rail line in the country, connecting the region to Cedars-Sinai, The Grove, West Hollywood, the Hollywood Bowl, and other major destinations. It's the missing north–south link between the B Line and E Line -- a connection that will unlock exponential systemwide benefits.

No more delays. No more "additional studies." Approve the San Vicente–Fairfax alignment. And better yet, return to the DEIR option so riders aren't slowed down every trip and Metro doesn't waste $165 million solving problems that don't exist.

Thank you,

Curtis Taylor
[redacted]

From: Jarred Allen [redacted]
Sent: Sunday, March 22, 2026 9:48:48 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jarred Allen
[redacted]

From: Bernadette Favor <[redacted]
Sent: Sunday, March 22, 2026 9:19:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Elizabeth Favor
[redacted]

From: Chris Hutchings [redacted]
Sent: Sunday, March 22, 2026 8:36:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Christopher Hutchings
[redacted]

From: Susan Requa <[redacted]>
Sent: Sunday, March 22, 2026 8:29:04 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

As a homeowner near the K Line, Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Susan Requa
[redacted]

From: Steph Ng [redacted]
Sent: Sunday, March 22, 2026 8:12:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I strongly support the plan for building the LPA route for the K Line North extension. It is extremely important for us to be able to access this route because it connects so many different parts of the city together.

Steph Ng

On Sun, Mar 22, 2026 at 8:09 PM Steph Ng [redacted] wrote:
I strongly support the plan for building the K Line North extension. It is extremely important for us to be able to access this route because it connects so many different parts of the city together.

Steph Ng

From: Michael Evans [redacted]
Sent: Sunday, March 22, 2026 8:00:10 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Michael Evans
[redacted]

From: John Farren [redacted]
Sent: Sunday, March 22, 2026 6:51:31 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

John Farren
[redacted]

From: Simone Wicks-Meighan [redacted]
Sent: Sunday, March 22, 2026 4:09:54 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

The proposed line extension to Cedars-Sinai would be life changing for my father and thousands of people. As a blind person, my father relies on very difficult to use public transportation. He lives down the street from the forthcoming Fairfax metro station. To be able to take the reliable Metro to his doctor's at Cedars-Sinai would make his life immeasurably easier. This project needs to move forward now! Delays only increase the budget and hurt the people of LA!

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Simone Wicks
[redacted]

[redacted]

[redacted]



From: Carlyn Maw [redacted]
Sent: Sunday, March 22, 2026 6:39:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Let transit happen! Go K line!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

While I don't think everything in this video is a fair characterization, I do hear somethings that right true:

https://www.youtube.com/watch?v=OhQZj04A_UE

- The Metro Board isn't listening to its staff
- The Metro Board is not listening to actually good transit design for the long term health of all of our citizens.
- The Metro Board keeps bowing to NIMBY's who have the time to take off from work, rather than the people who need this transit to do things, like show up at jobs they can't constantly be skipping.

Please get the K line built where it will serve the most people as fast as possible!

Los Angeles remains the city with the nicest weather I've ever lived in. It is by far the most unpleasant and ugly to get around.

Transit, bike paths, walking, shade, infiltration gardens, mix-use developments, community plazas, and infrastructure for us to gather. Movement through the city.

Let's unconstipate the city! Let's build transit science based solutions!

Carlyn Maw
[redacted]

From: Ariana Hewitt <[redacted]
Sent: Sunday, March 22, 2026 5:06:04 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ariana Hewitt
[redacted]

From: Brandon Bailey <[redacted]>
Sent: Sunday, March 22, 2026 5:06 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's clear that no amount of community meetings or studies will convince a handful of residents that tunneling 100+ feet below ground has zero impacts, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line

and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed on each trip and we don't waste $165M on non-issues.

Thank you,
Brandon Bailey
[redacted]

From: Collin Surbeck <[redacted]
Sent: Sunday, March 22, 2026 4:50:44 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I fully stand by the statement below.

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Collin Surbeck
[redacted]

From: Kellan Martz <k[redacted]
Sent: Sunday, March 22, 2026 4:43:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES on Item #7 - K LINE NORTHERN EXTENSION (KNE) - LOCALLY PREFERRED ALTERNATIVE 03.26.2026

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am strongly in support of Item 7 on your 03/26/2026 agenda. This item, the K LINE NORTHERN EXTENSION (KNE) - LOCALLY PREFERRED ALTERNATIVE (LPA), is the smartest choice for our region and the transit needs of the area. The relatively small increase in cost compared to other options results in much higher increases in usage and reductions in vehicle use. Please do not let a very tiny but very loud group of people derail one of areas most consquential transit projects.

We have no other option than to take bold, transformative action to get people out of their cars, increase transit use, and reduce climate change problems. Los Angeles is a world-class destination but cannot remain so without a robust transit system. Great strides have been taken over the last decade or two (bravo Measure R and Measure M). I urge you to do everything in your power to speed up the planning and procurement/RFP process and to focus on breaking down traditional delays in the process. It is shameful that the projected opening of this extension is likely going to be in 2050. If there is state legislation that is proposed to assist public transit projects in moving forward more quickly, please support those as well.

Thank you for your time and work to move this vitally important project forward. The people of Los Angeles are watching your votes. We want PRO-transit people in office.

Kellan Martz
City of West Hollywood
(Sent on my own behalf and not on behalf of any employer or affiliated organization)

From: Pete Bachant [redacted]
Sent: Sunday, March 22, 2026 4:01:31 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Pete Bachant
Pasadena

From: Ryan Byrd <[redacted]
Sent: Sunday, March 22, 2026 2:54:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.



Sent from my iPhone

On Mar 17, 2026, at 7:38 PM, Ryan Byrd <r[redacted] wrote:

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Ryan Byrd - Lafayette Square
Sent from my iPhone

From: Camden O <[redacted]>
Sent: Sunday, March 22, 2026 3:01:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Board Meeting 2/26 Agenda #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Agenda #7 FOR Draft EIR Alignment

Hi, I am writing in support of approving the DEIR LPA for the K line northern extension, with option 1 for the Mid-City alignment.

This is a really important project that needs to be approved as soon as possible! Providing rail access to West Hollywood and the Hollywood Bowl will be transformative for the region. Beyond improving mobility for current transit riders in the area, the K line extension will also introduce thousands of new riders to the system.

While I understand that there have been some concerns over tunnelling for the DEIR alignment, extensive studies have proven that tunneling is extremely safe, and nearly undetectable. Therefore, altering the alignment to appease these concerns is unnecessary, and risks delaying the project, with worse travel times for users.

The time of Metro riders matters. We want a system that can get us around the region in a reasonable amount of time. Building the K line northern extension, with option 1 for the Mid-City alignment, gets us closer to that system. Delaying this project keeps that future far away from reality.

Please, do not delay this needed transformation. Thank you!

Camden Otton
3rd Year Mechanical Engineering Student
[redacted]

From: Artem Panchenko <[redacted]>
Sent: Sunday, March 22, 2026 1:48:13 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Artem Panchenko
[redacted]

From: Nicholas Lidster [redacted]
Sent: Sunday, March 22, 2026 1:33:07 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Nicholas Lidster (he/him)
[redacted]

From: Auguste Miller <[redacted]
Sent: Sunday, March 22, 2026 1:31:16 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input *[I recommend watching Nandert's latest video on YouTube or any social media platform at your earliest convenience*] and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Auguste Miller



From: Michael Angarola <[redacted]
Sent: Sunday, March 22, 2026 12:55:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment: Support for San Vicente-Fairfax Route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

On the Locally Preferred Alternative for the K line PLEASE adopt the San Vicente-Fairfax route. It's the best option that services the most businesses and will provide Weho MUCH needed rail support

Thank you.

Michael Angarola
Post Supervisor
[redacted]

From: Declan J. Quinlan <[redacted]>
Sent: Sunday, March 22, 2026 6:55:31 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project without delay. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Declan J. Quinlan

West Knoll Drive,

[redacted]

From: Kathryn Madden <[redacted]
Sent: Sunday, March 22, 2026 8:26:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Kathryn Madden
[redacted]

From: Owen Barbagallo [redacted]
Sent: Sunday, March 22, 2026 12:52:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

For the routing of the K Line North, I ask that the board go forward with the option of tunneling underneath homes. The vibrations will not be an issue, due to the depth of the tunnels, and it will speed up the line for millions of people over the future timespan of the line. It is very short-sighted to move the tunnel around these homes.

Thank you,
Owen Barbagallo

From: Ginny Weinert [redacted]
Sent: Sunday, March 22, 2026 8:52:21 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ginny
[redacted]

From: Rob Casal [redacted]
Sent: Sunday, March 22, 2026 8:52:31 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Just tunnel under Lafayette Square. Don't let 36 homeowners upend the needs of the millions who will ride this line for decades to come. Please just use common sense here. Don't act like you're in the Trump administration. Act like you actually care about the working people and children of Los Angeles. Let's get this built.

From: Sam Mule <[redacted]>
Sent: Sunday, March 22, 2026 12:23:36 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support the K Line Northern Extension San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

I am reaching out as a los angeles local to not delay this K line northern extension route any further. Numerous studies have already been done showing that this tunneling along with trains running underneath these homes will have zero noise impact.

You at the metro board have made tremendous steps in expanding the metro in LA. I am forever grateful, but we cannot allow a false narrative to spread that this tunneling (which is 100 feet below Lafayette Square) be postponed and pushed off further. We have the funding commitment from WEHO. Timing is so crucial here please.

I hope the board is able to hear me plea to continue this metro expansion and not delay this route any longer.

Thank you,
Sam

From: Sandra Madera [redacted]
Sent: Sunday, March 22, 2026 8:59:35 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

From: Brandon Ryan Crawford <[redacted]>
Sent: Sunday, March 22, 2026 9:45:51 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Brandon Crawford (he/him)
Los Ángeles, CA 90028

From: David Kaminski [redacted]
Sent: Sunday, March 22, 2026 9:53:22 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing to urge the Board to expedite the construction of the K Line Northern Extension and to unequivocally reject the anti-intellectual obstructionism currently being displayed by a small group of local homeowners.

Public infrastructure of this magnitude must be prioritized for the greater good of millions of Angelenos, rather than being held hostage by the baseless paranoia of a few. The technical reality- that a tunnel 100 feet underground presents zero structural or noise risk - is an empirical fact. To allow "vibe-based" fears and scientifically illiterate claims to delay a multi-billion dollar project is not just a policy failure; it is an insult to the engineering profession and a betrayal of the city's taxpayers.

The K Line Northern Extension is a linchpin for the future of LA transit. Delaying this project to indulge irrational grievances is a choice to prioritize the comfort of the few over the fundamental mobility of the many. I ask that the Board stands firm against this meritless opposition and continues to prioritize the timely delivery of this essential project based on data, not misinformation.

Best regards,

From: m.c. guerry <[redacted]>
Sent: Sunday, March 22, 2026 11:25:15 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Ad Hoc Board Composition Committee 3/23/2026 - General Public Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Afternoon,

I am M.C. Guerry and I live in Hermosa Beach. The K line has become the main way I go north to Los Angeles. Unfortunately, the K Line South has been delayed and possibly canceled, and it is looking like that will happen to the K Line North. The reason for this is politicians catering to a small group of non-transit riders.

This is inexcusable. Metro is unique compared to other cities' transportation Boards in that it is composed of politicians whose main job is something other than the Board. Thus, I first ask that this committee recommend to reduce the number of politicians and politically-appointed representatives to the Metro Board. We need Board members whose primary concern is the success of the Metro public transportation system.

Second, the experience of the transit rider should be the focus of Metro. It is dumbfounding that this committee has only one person on it who speaks for the transit rider. In addition, I have been amazed how little I heard from Board members during the outage this past week. It isn't surprising, though, since so few of the Board members actually ride public transportation. Thus, I request that this committee make it so it is requirement that all board members are also transit riders.

Furthermore, Metro needs to focus on public transportation and stop funding highway widening. Numerous scientific studies show additional lanes do not reduce traffic. I urge you to learn what induced demand is. What does reduce traffic? It is better public transportation. Hence, I ask that this committee recommend the board be composed of transportation experts who follow sound policy.

Thank you,
MC Guerry

From: Joshua Kleinberg [redacted]
Sent: Sunday, March 22, 2026 9:57:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Build Build Build

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

As a daily Metro rider, please, please, please ignore the Metro-haters and anti-builders. Please build the Draft EIR for the K-Line. The needs of the many outweigh the wants and baseless fears of the few.

There is never a time for sick political games that favor control-freak homeowners.

Joshua Kleinberg
[redacted]

From: Jon Beauregard [redacted]
Sent: Sunday, March 22, 2026 11:15:58 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jon Beauregard
[redacted]

From: Thomas Laszlo [redacted]
Sent: Sunday, March 22, 2026 9:58:15 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Thomas Laszlo



From: Jovian Lee [redacted]
Sent: Sunday, March 22, 2026 11:15:28 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

The time for further delay has passed. I urge you to approve the K Line Northern Extension via the San Vicente–Fairfax alignment without additional studies or deferrals.

It is clear that no amount of outreach, meetings, or technical analysis will satisfy a small group of opponents, despite overwhelming evidence that deep tunneling—more than 100 feet below ground—has been executed safely and successfully by Metro on numerous occasions. Continuing to revisit settled concerns is no longer a productive use of time or public resources.

The City of West Hollywood has committed to funding 25% of this project—an extraordinary

contribution that should not be taken lightly. That level of local investment reflects both urgency and confidence in the project's value.

Once completed, this line will become one of the busiest light rail corridors in the nation, providing critical access to major destinations such as Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. More importantly, it will establish the long-missing north–south connection between the B Line and E Line, delivering systemwide benefits and significantly improving mobility across the region.

Further delays only increase costs, prolong congestion, and undermine public trust. No more studies. No more hesitation. Approve the San Vicente–Fairfax alignment now. Better yet, return to the DEIR option to avoid unnecessary rider delays and prevent the waste of an additional $165 million addressing issues that have already been resolved.

Decisive action is needed. The region cannot afford to wait.

Thank you,
Jovian Lee
[redacted]

From: Garry Rosenblum [redacted]
Sent: Sunday, March 22, 2026 10:22:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve Item 207 WITHOUT DELAY!!!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board:

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are **ZERO** impacts to tunneling 100 feet below ground as Metro has done safely many times before. West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the **busiest light rail line in the country** connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North-South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS.

Approve the K Line Northern Ext San Vicente-Fairfax alignment! Even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste 165M to address non-issues.

Thank you!

Garry
[redacted]

From: Nicole Campbell <[redacted]
Sent: Sunday, March 22, 2026 11:12:31 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Nicole Campbell
[redacted]

From: Alexander Avalos [redacted]
Sent: Sunday, March 22, 2026 10:29:00 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Alexander Avalos
[redacted]

From: Bernadette McConnell [redacted]
Sent: Sunday, March 22, 2026 10:45:49 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

No more delays and please approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board

should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

I help operate a business near the Sunset and Vermont junction and the rail line was crucial to keeping my job in los angeles while I lived temporarily in Hemet with family while recovering from surgery and could not sustain long drives. For every angeleno against the rail project there are ten temporarily or permanently disabled people who would benefit greatly from this line extension.

Drunk driving is also a plague upon our city and the best way to save lives and reduce the harm is to offer safer and better public transit options to parts of our city where there are high density of restaurants and bars.

Thank you,
Bernadette McConnell
[redacted]

From: Godfrey Plata [redacted]
Sent: Sunday, March 22, 2026 10:50:46 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 this Thursday!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I encourage you to approve the K Line Northern Extension San Vicente-Fairfax alignment, particularly as West Hollywood is amazingly willing to put up 25% of the project cost — an opportunity this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line, and will create great access to the D line expansion as well! This will have exponential positive effects across Metro's system and ease access to (and reduce vehicle traffic in) areas frequented both by

locals and tourists.

Don’t delay. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip.

Thank you,
Godfrey Plata
[redacted]

From: Godfrey Plata <[redacted]
Sent: Sunday, March 22, 2026 10:50:57 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 this Thursday!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I encourage you to approve the K Line Northern Extension San Vicente-Fairfax alignment, particularly as West Hollywood is amazingly willing to put up 25% of the project cost — an opportunity this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line, and will create great access to the D line expansion as well! This will have exponential positive effects across Metro's system and ease access to (and reduce vehicle traffic in) areas frequented both by

locals and tourists.

Don’t delay. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip.

Thank you,
Godfrey Plata
[redacted]

From: Jehan Anketell <[redacted]>
Sent: Sunday, March 22, 2026 10:56:23 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jehan Anketell
[redacted]

From: Salvador Hagan [redacted]
Sent: Sunday, March 22, 2026 12:37:15 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Salvador Hagan
[redacted]

From: Kenneth Crone [redacted]
Sent: Monday, March 23, 2026 8:00:00 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
[redacted] EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Kenneth James
[redacted]

From: Salvador Hagan [redacted]
Sent: Sunday, March 22, 2026 12:38:18 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Salvador Hagan
[redacted]

From: Sara B [redacted]
Sent: Sunday, March 22, 2026 12:17:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment for the March 26, 2026, meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I support the San Vicente-Fairfax alignment. Tunneling is safe and Metro has the studies that prove that. Further, the San Vincente-Fairfax alignment will add 9 new stops to the K line. These 9 new stops will increase ridership and remove more cars from the road.

I also support a stop to the Hollywood bowl. Given the huge expense, I'm willing to make this a phase three or phase four goal.

The priority should be the San Vincente-Fairfax alignment because those 9 new stops will be critical for Los Angelenos' ability to get around in the future. Robust ridership stems from a line's ability to serve. The San Vicente-Fairfax alignment offers the best ridership outcomes.

Thank you.

From: PJ Kedilaya [redacted]
Sent: Monday, March 23, 2026 8:00:00 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment - Item 7: Strong Support for San Vicente-Fairfax Alignment (K Line Northern Extension)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Mayor Bass and Members of the Metro Board of Directors,

I am writing to urge you to vote YES on Item 7 and officially approve the San Vicente-Fairfax alignment as the Locally Preferred Alternative (LPA) for the K Line Northern Extension.

As a Koreatown resident and a local startup founder, I see firsthand how vital a true transit grid is to the future of Los Angeles. Connecting the D Line to a major north-south artery like the K Line isn't just about convenience; it is essential for linking our major job centers, supporting local businesses, and attracting the talent our city needs to thrive.

When completed, this extension is projected to be the highest ridership light rail line in the country. We cannot afford to jeopardize its funding, its accelerated timeline, or the immense economic benefit it brings to the broader county because of hyper-localized opposition to underground tunneling. Metro's own independent engineering experts have already confirmed that deep tunneling operations will result in zero surface impact or vibration for the neighborhoods above.

Please rely on the science and the overwhelming regional benefit of this project. I urge the board to reject any further costly delays or alternate alignment studies, and to approve the San Vicente-Fairfax LPA so we can keep this critical infrastructure on track.

Thank you for your time and your service to Los Angeles.

Sincerely,

Prajwal
[redacted]

From: Sky Siegel <[redacted]
Sent: Saturday, March 21, 2026 10:00:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Comments

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

I urge everyone here to do what is right for ridership and public transit, no more delays. Do not bend to the NIMBYs who continue to hold us back.

40-year-old disabled Southern California native, I pay my taxes and I ride public transit.

We don't deserve to be treated like second class citizens because we don't have cars and home with the deeds in our names.

The K Line needs to move forward without any more lost time and money so that folks such and myself and those less fortunate can enjoy the same levels of mobility and clean air that I've dreamed about since I was a youth.

Thank you for your time,

[S]kʌɟƨ

From: Karina Hernandez [redacted]
Sent: Saturday, March 21, 2026 9:30:05 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
KARINA HERNANDEZ
[redacted]

From: Brendan Smith [redacted]
Sent: Monday, March 23, 2026 9:05:22 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Brendan Smith, CPA
[redacted]

From: Manas Trivedi [redacted]
Sent: Saturday, March 21, 2026 8:45:06 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Manas Trivedi

From: Brett Keating [redacted]
Sent: Monday, March 23, 2026 9:39:44 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve the K Line Northern Extension — No More Delays

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members and Political Leaders,

I'm writing to urge you to approve the K Line Northern Extension San Vicente–Fairfax alignment without further delay.

It has become clear that no number of additional community meetings or studies will satisfy a small group of residents who refuse to accept what Metro has demonstrated time and again: tunneling 100+ feet below ground is safe and has negligible surface impact. We cannot allow a vocal minority to hold regional transit hostage indefinitely.

Consider what's at stake:

West Hollywood has committed to funding 25% of the project cost: an extraordinary local investment this board should not take for granted. That kind of partnership doesn't wait forever.

Once built, this will be one of the busiest light rail lines in the country, connecting the region to Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. More importantly, it is the missing north-south link between the B Line and E Line, and its completion will have a multiplying effect on ridership and connectivity across Metro's entire system.

Every year of delay means rising construction costs, lost ridership, and a failure to deliver on promises made to taxpayers who voted to fund this project. It is unconscionable to further delay a project of this magnitude — one that millions of Angelenos are counting on — to appease objections that have already been studied and answered.

I urge you to approve the San Vicente–Fairfax alignment immediately. Better yet, revert to the original DEIR option so riders aren't burdened with unnecessary delays on every trip — and so Metro doesn't waste $165 million addressing problems that don't exist.

Enough studies. Enough stalling. Approve this project now.

Thank you,
Brett Keating
[redacted]

From: :D [redacted]
Sent: Saturday, March 21, 2026 8:06:25 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment! Why is it that some minor European country like Spain can have one of the best metro systems on the planet, in Madrid, whereas L.A. just drags it feet, even though supposedly USA is #1.

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before. Just build the damn thing already! Traffic

sucks in this city!

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ross Rivas, a frequent Metro rider.
[redacted]

From: [redacted]
Sent: Monday, March 23, 2026 9:49:02 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Mike Dow
[redacted]

From: Israel J. Villarreal [redacted]
Sent: Saturday, March 21, 2026 8:00:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!!!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

Enough delays, political theater, and wasteful spending—approve the K Line Northern Extension via the San Vicente–Fairfax alignment now.

It's clear that no number of community meetings or additional studies will satisfy a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

Once completed, this will be the busiest light rail line in the country, connecting riders to critical destinations like Cedars-Sinai, The Grove, West Hollywood, and the Hollywood Bowl. More importantly, it will finally create the missing north–south link between the B and E Lines, unlocking systemwide benefits and dramatically improving mobility across the region.

No more delays. No more redundant studies. Approve the San Vicente–Fairfax alignment, and better yet, revert to the DEIR option to avoid unnecessary travel delays for riders and prevent wasting $165 million solving problems that don't exist.

Thank you,
Israel Jimenez Villarreal
[redacted]

From: Carver and Byron [redacted]
Sent: Monday, March 23, 2026 9:51:15 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Byron Scott
[redacted]

From: lilly shaw [redacted]
Sent: Saturday, March 21, 2026 7:14:39 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Lillian Shaw
[redacted]

From: Braeden Webb [redacted]
Sent: Monday, March 23, 2026 9:57:51 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Braeden Webb
[redacted]

From: artur baghdasarian <[redacted]>
Sent: Saturday, March 21, 2026 7:32:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Artur B
[redacted]

Sent from my iPhone

From: Neretva Spengler <[redacted]>
Sent: Saturday, March 21, 2026 7:22:56 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Neretva Spengler
[redacted]

Sent from my iPhone

From: Matheo Cousin <[redacted]>
Sent: Saturday, March 21, 2026 7:09:29 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors and Los Angeles political leaders,

I am writing as a resident and daily transit user in Los Angeles who is frankly exhausted by how long this region has punted on the most obvious infrastructure decision in front of it. The March 26 board vote is not a moment for further hesitation — it is a moment to stop letting a handful of vocal opponents hold an entire region's mobility hostage.

Your own staff has recommended the San Vicente-Fairfax alignment. That alone should tell you everything. Years of technical analysis, a full Draft EIR, tunnel safety reports, Mid-City supplemental studies, and a Cost-Benefit Analysis — and the answer remains the same. At some point, the volume of studies becomes an admission that this board is unwilling to lead, not

that the data is unclear.

The facts are not complicated. This is a fully underground extension, tunneling 100+ feet below grade — the same engineering Metro has executed safely on the D Line and elsewhere across this system. The concerns raised by Mid-City residents, however sincere, do not override peer-reviewed geotechnical evidence. You do not owe NIMBYism an infinite number of rebuttals. One cannot bend to the claim of flat-earthers that the earth is flat and stop sending satellites. In the same fashion, you cannot keep denying Angelenos the transit system they rightfully deserve and demand on the basis of some people's irrational fear that their house might shake a little.

The case for San Vicente-Fairfax is overwhelming:

• Over 125,000 jobs within half a mile of new stations
• Connections to four existing rail lines and six of the ten busiest Metro bus corridors
• Direct service to Cedars-Sinai, The Grove, West Hollywood (where support for public transit is overwhelming), and the Hollywood Bowl
• The critical north-south link between the B Line and E Line that this network has been missing since day one
• A municipality — the City of West Hollywood — committing 25% of the capital cost, something no other city in LA County has done for a transit project. You do not get to take that on the table and then stall.

The board should also seriously consider reverting to the DEIR alignment option rather than accepting modifications that add per-trip delay for every future rider just to resolve concerns that Metro's own technical reports have already refuted. Spending $165 million to paper over non-issues is not compromise — it is waste.

I understand that politics is about managing competing interests. But this board was not elected to manage competing interests indefinitely. It was elected to make decisions. Los Angeles is a city that has spent decades using car dependency as a proxy for freedom and watching its quality of life erode accordingly. The people who live here without cars, who take buses at midnight, who can't afford to Uber everywhere, who want to live in this city without being structurally penalized for it — we are watching this vote.

Construction doesn't start until 2041. Service doesn't begin until 2047 at the earliest. The delay has already been baked in. What this board can control is whether it approves the best possible alignment now, or whether it kicks it further down the road and forces the next generation of Angelenos to relitigate it all over again.

Approve the San Vicente-Fairfax alignment on March 26. Your riders, your transit-dependent constituents, and frankly your own legacy are depending on it. Stop fearing Mid-City's constituent's wrath; transit dependant voters are equally if not more numerous.

Matheo Cousin
[redacted]

From: Justi [redacted]
Sent: Saturday, March 21, 2026 6:48:45 PM
To: Board Clerk [redacted]
[redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Justi Sexton
[redacted]

From: Jordan Zumba <[redacted]>
Sent: Saturday, March 21, 2026 6:42:13 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jordan Zumba
[redacted]

From: Spatz, Andrea [redacted]
Sent: Saturday, March 21, 2026 6:38:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

No amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board

should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Approve the K Line Northern Ext San Vicente-Fairfax alignment! My daughter, (her husband and our granddaughter) live in the area, sans car, and would take this line every single day.

Thank you,
Andrea Spatz

[redacted]

From: Xana Huerta [redacted]
Sent: Saturday, March 21, 2026 6:37:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Xana Huerta
[redacted]

From: Rory Fitzpatrick [redacted]
Sent: Monday, March 23, 2026 11:17:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) No Delay to the K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am a voting taxpayer in LA county. I am absolutely disgusted by the possibility that Metro will put the wants of a few dozen residents of Lafayette Square who, despite all evidence presented that the tunneling of the K Line will have no impact on their homes, above the needs of the millions of people who use public transit in our city.

The K Line will be a watershed moment for public transit, and will connect vibrant communities in our city together and allow people to live in the city without the significant expense of maintaining a car. However, Karen Bass and certain corrupt members of the Metro Board have made it clear they have no interest in being good stewards of public funds and instead have expressed interest in wasting millions of taxpayer dollars to make the K Line slower, if not kill the line entirely. All because of the complaints of residents of Lafayette Square who refuse to accept any of the studies proving the tunneling will not impact their homes. There are countless examples of tunnelling with zero impacts to people on the surface (many examples of which are in LA!). Any delay by Karen Bass and the Metro Board could only be explained by blatant corruption. The people of Los Angeles will remember at the ballot box should Karen Bass and Jacquelyn Dupont-Walker block the needs of their constituents due to corrupt backroom dealing.

There should be no further delay to the K Line.

--
Rory Fitzpatrick
[redacted]

From: Sprague Terplan <[redacted]
Sent: Saturday, March 21, 2026 6:18:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Sprague Terplan

From: Ben Steele [redacted]
Sent: Saturday, March 21, 2026 5:59:59 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ben Steele
[redacted]

From: Edmund Xu <[redacted]>
Sent: Monday, March 23, 2026 11:22:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment FOR ITEM #7 (March 25th Board Meeting)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I'm writing in support of Agenda Item #7 (Approving the K Line North Extension).

This extension will receive the highest ridership for any light rail extension currently proposed in the United States, and provides a much needed rail connection between many important neighborhoods, including transfers to the D and E lines.

It is imperative that we support public transit access to LA County through projects like this. It is my understanding that some wealthy individuals living in neighborhoods along the extension's path are fighting against the extension due to tunneling impacts. In response, Metro staff spent the last 18 months studying alternatives to find a route to minimize encroaching on residential land.

Additionally, Metro staff conducted a study to report that the depth of the tunneling in this case **will have no surface impacts**. (See report here: https://www.metro.net/documents/2025/10/kne_oct_tunnel_ppt_251004.pdf/

Please do not allow the unscientific concerns of a handful of wealthy individuals impede the lives of hundreds of thousands of people for generations into the future. Every delay makes the project more expensive, and delays the day when Angelenos can ride this train. Any convoluted solution to avoid the neighborhood altogether will only add additional travel time and inconvenience hundreds of thousands of riders, just to advance the unscientific and unfounded concerns of a small number of wealthy homeowners.

Please do the right thing and make LA a forward thinking city and county. Support public transportation, support cutting greenhouse gases, and vote for the interests of the majority of regular citizens over those of wealthy, out-of-touch, landowners.

Best,
Edmund

From: Guthre Leonard [redacted]
Sent: Saturday, March 21, 2026 5:46:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Though I am not an LA resident, I do visit regularly, and I simply must ask you to approve the San Vicente-Fairfax alignment for the K Line Northern Extension. Metro staff have gone to great lengths to demonstrate the safety, quiet, and overall inconsequential impact of tunneling 100 feet under Lafayette Square and other neighborhoods, as Metro has done safely many times before. It is unprecedented for a local area to offer 25% percent of a project budget; no other American transit agency has had an opportunity like this. Furthermore, it is for a light rail line with more potential than any in LA or the entire country. People will be able to use rail to visit tons of new places like Cedars-Sinai Hospital, The Grove, Hollywood Bowl, and West Hollywood in general. The knock-on effects of connecting two high-ridership lines like the B and

E lines are incredibly beneficial, so please: do not push metro staff to do more studies. Do not delay this amazing project any further. Approve the staff-recommended alignment or switch back to the DEIR alignment, which was better for riders and cheaper for Metro. Lafayette Square seems about as upset as before, and we could be saving money and getting the project done sooner.

Thank you,
Guthre Leonard


From: Tabatha Yelos [redacted]
Sent: Saturday, March 21, 2026 4:55:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Tabatha Yelos
[redacted]

From: Melissa Sanford [redacted]
Sent: Monday, March 23, 2026 11:50:02 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Melissa Sanford
Santa Monica

From: Jonathan Chue [redacted]
Sent: Saturday, March 21, 2026 4:14:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jonathan Chue
[redacted]

From: Jose Casillas [redacted]
Sent: Monday, March 23, 2026 12:42:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Expansion for Thursday 3/26 meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To Whom it May Concern,

As a lifelong resident of LA County the continued expansion of the Metro Rail is one the best things that could've happened to my beloved city. I marvel at the fact that one day I could travel throughout LA without having to hop on freeways and worry about traffic. I submit this comment in support of the northern expansion of the K line. We must stop catering to the wants of the few when the NEEDS of the many are in play. Metro board has more than qualified employees and they have submitted ample evidence that tunneling 80ft below said area would create no noise at all. Densely populated areas like NYC, like London all share underground rail and they do not have noise issues. The ONLY reason this is even being debated is because there are special/personal interests who seek to stop this expansion. Need I remind every member of the board, except for the one appointed by the governor obviously, that you are all ELECTED officials. You represent the will of the people, not of your friends or oligarch donors but of all the people of LA. The greater good of the county must be placed ahead of that of 22 people who are NIMBY. I know Los Angeles and the United States is more than capable of providing, us the people, public transport that is reliable, sustainable, and above all up to par with needs of the 21st century. Looking at the completed map of Measure M gives me hope that I have not felt in a long time. We must not allow the wants of your donors to interfere with the needs of LA county. The benefits of the acceleration and completion of Measure M are to be seen not only in economic sector but in the environmental, the social, and every other aspect of the day life of the Angelino. For those who lobby against this by arguing that it is unsafe, I say to you, the only way to combat this is by getting more eyes on it; if, more people ride the metro you as a government entity will be forced to deal with it. I do hope that these projects are further accelerated as I do wish to see LA with great public transport, I yearn for the city that love to be interconnected easier. Accelerate all the remains in Measure M, and expand even further. Put aside all the interest and lobbying and let's get this done!!!

Attentively,
Jose Casillas

From: Ian T. McFarland [redacted]
Sent: Saturday, March 21, 2026 4:00:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Save K-Line DEIR!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I've lived less than ten yards from Lafayette Square for over ten years. It's literally next door. And I've always loved it. It's a beautiful neighborhood for walks, and I always feel safe walking through it even at night. I even park my car inside of it.

But my opinion on the neighborhood will be sorely reversed if the K-Line Northern extension is worsened, delayed or even cancelled as a result of a handful of uninformed complaints.

Let me add: I do not blame people for being concerned about the safety of their homes if drilling goes on underneath them. I think it's a totally reasonable assumption that it could be damaging! But that is only an *assumption*. And the facts have shown that as reasonable as the assumption may sound, it is not born out by facts.

So why are we thinking about compromising drastically needed city infrastructure for the disproven worries of a handful of residents in a wealthy enclave? People who are refusing to accept the very expensive research that was conducted to ease their concerns in the first place? And why would we even consider spending tens or hundreds of millions of dollars to avoid their pestering complaints? Why are members of the Board so afraid to stand up for the rest of the city?

A few dozen millionaires might not like it, but the DEIR route for a northern extension of the K-Line is what Angelenos deserves. The idea that this board wouldn't embrace something this valuable because of a handful of people who won't listen to science is the kind of thing I would expect out from a red state politician, but from a Los Angeles city official? That's not who we are.

Thank you,

Ian T. McFarland
Literally one lot south of Lafayette Square

From: aiman akhtar [redacted]
Sent: Monday, March 23, 2026 12:48:04 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders, WE NEED TRAINS IN THIS CITY

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-

Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Aiman Akhtar
[redacted]

From: Allon Percus [redacted]
Sent: Saturday, March 21, 2026 3:59:05 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Allon Percus
[redacted]

From: [redacted] <[redacted]>
Sent: Monday, March 23, 2026 12:53:48 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

This is essential fertile ground for expanding public transport across LA which is desperately needed as more and more people flock to the city each year. Roads are crumbling and the current infrastructure cannot support the amount of traffic. LA NEEDS public transportation.

Thank you,
Jasmine Gillison
[redacted]

From: Elizabeth O'Brien [redacted]
Sent: Saturday, March 21, 2026 3:57:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Elizabeth O'Brien
Professor of History, UCLA
Car free LA resident who takes trains all the time
[redacted]

From: Garrett Rapsilber [redacted]
Sent: Monday, March 23, 2026 12:55:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Meeting Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to ask that each of you review the attached LA Metro presentation on tunneling before the board meeting next Thursday, 3/26/2026:

https://www.metro.net/documents/2025/10/kne_oct_tunnel_ppt_251004.pdf

Concerns about tunneling impacts on structures have come up in recent discussions, and I believe the technical record clearly refutes them. It is important that the Board engage with actual evidence rather than allow unfounded claims to shape deliberations or delay this project that will benefit millions of riders annually--projected to be the busiest light rail line in the country.

To that end, I want to share a brief summary of the data so you can come prepared. The VdB scale used to measure ground-borne vibration is logarithmic (20log), meaning each 10 VdB increment represents approximately a 3x change in vibration velocity. According to Metro's analysis:

- The threshold for human perception of vibration is 60 VdB.
- Metro estimates the rail tunnels would produce 49–52 VdB at the surface.
- This means projected vibration levels are more than three times below the threshold a person could even feel.
- More significantly, projected levels are approximately 316 times below the threshold at which vibration can cause building damage.

These are not ambiguous findings. The evidence is straightforward, well-documented, and should be more than sufficient to put these concerns to rest. I ask that each Board member arrive Thursday having reviewed this material and ready to address tunneling objections with the technical record.

Thank you for your attention to this matter.

Garrett Rapsilber
Resident and Urban Planner
[redacted]

--

Garrett Rapsilber

[redacted]

From: branko burcksen [redacted]
Sent: Saturday, March 21, 2026 3:36:00 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Branko Burcksen
[redacted]

From: rowan sullivan [redacted]
Sent: Saturday, March 21, 2026 3:19:27 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. This is a key addition to our metro system and a must make change to help connect our city and position us for the challenges of the future.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Rowan Sullivan
[redacted]

From: Isaac Poplin <[redacted]
Sent: Saturday, March 21, 2026 3:15:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Isaac Poplin
[redacted]

From: Isaac Poplin [redacted]
Sent: Saturday, March 21, 2026 3:13:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support Item 7 / K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Planning and Programming Committee,

I enthusiastically support staff's recommendation for the K Line Northern Extension San Vicente-Fairfax route, and encourage you to approve it!

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Please approve this item so we can move this project forward.

Thank you,
Isaac Poplin
[redacted]

From: Steven Weinstein [redacted]
Sent: Saturday, March 21, 2026 3:10:02 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Steve Weinstein
[redacted]

[redacted]

From: Jose A <[redacted]>
Sent: Monday, March 23, 2026 1:01:59 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jose Aparicio
[redacted]

From: Ozzie Cruse [redacted]
Sent: Saturday, March 21, 2026 2:58:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

This project is one of the most transformative projects we have and it must be built soon rather than later.
Thank you,
Ozzie Cruse
[redacted]

From: Ozzie Cruse [redacted]
Sent: Saturday, March 21, 2026 2:58:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

This project is one of the most transformative projects we have and it must be built soon rather than later.
Thank you,
Ozzie Cruse
[redacted]

From: Tamer Bou Hassan [redacted]
Sent: Monday, March 23, 2026 1:00:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) URGENT: Do Not Delay K Line Northern Extension — Honor Mayor Bass's Commitment to Acceleration

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,
My name is [Your Name] and I am a resident of [Your Neighborhood]. I am writing to urge the Board to approve the full Locally Preferred Alternative (LPA) for the K Line Northern Extension this Thursday.
I would like to remind the Board—and specifically Mayor Bass—of her own words regarding this project. As a Member of Congress, Mayor Bass wrote to Metro leadership stating that she "supports the acceleration of construction and completing the Northern Extension of the LAX/Crenshaw line." In that same letter, she warned that delaying construction until 2049 would risk missing out on $7 billion in private and LAX-related investment and fail to close an "obvious gap" in our community. She also emphasized the importance of completing this line in time for major global events.
With the 2026 World Cup and 2028 Olympics fast approaching, the need for this acceleration is even more urgent today. We cannot allow the project to be stalled by a handful of households when the Mayor herself has previously championed this line as essential for connecting South LA to medical facilities, retail centers, and world-class entertainment destinations.
I urge the Board to:
Approve the full LPA today to stay on track for project acceleration.
Prioritize regional mobility over the localized concerns of 22 homes.
Deliver on the promise of a world-class transit system in time for our upcoming global stage.
Please honor the vision of acceleration that Mayor Bass herself once advocated for.
Sincerely,
Tamer Bou Hassan
[redacted]

From: [redacted]
Sent: Saturday, March 21, 2026 2:51:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Full Support for K Line North Extension – Keep the Project Moving Forward

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon Metro Board Members,

My name is Troy Rubio Trejo, and I am writing as a Los Angeles County resident to express my full support for the K Line North Extension and its future alignment.

I want to acknowledge the extensive work that has already gone into this project. Following the delay in October 2024, Metro invested over $2.3 million and more than 18 months conducting additional technical studies on alternative alignments, tunnel safety, and property impacts—specifically in response to concerns raised by residents in the Lafayette/Wellington Square area. These studies clearly demonstrated that there would be no impacts to homes, with tunnels designed to run 80–120 feet underground. Metro has successfully completed similar tunneling projects across Los Angeles without issue.

In addition, Metro went even further by modifying the alignment through Mid-City—at a cost of $165 million and with added travel time—showing a strong commitment to addressing community concerns and prioritizing safety.

At this stage, it is essential that the project continues moving forward. While a small number of residents still have concerns, the data and engineering

expertise support the safety and feasibility of this alignment. Further delays would undermine the years of planning and analysis already completed and stall a project that will benefit millions of residents.

Once completed, the K Line North Extension is projected to become the busiest light rail line in the country, connecting critical destinations such as The Grove, the Original Farmers Market, the Beverly Center, Cedars-Sinai, West Hollywood, and the Hollywood Bowl. This is a vital investment in the future of Los Angeles.

I respectfully urge the Board to keep this project on track, support the chosen alignment, and avoid any further delays. Our region deserves continued progress on a project of this scale and importance.

Thank you for your leadership and dedication to improving transportation in Los Angeles County.

Sincerely,

Troy Rubio Trejo

Los Angeles County Resident

From: Geoff Sokolowski [redacted]
Sent: Monday, March 23, 2026 1:05:29 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. As a 10-year resident of the area, it desperately needs traffic congestion relief. As one of the densest parts of LA County, it is highly suitable for greater transit oriented development.

The San Vicente–Fairfax route best serves our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Geoff Sokolowski

Beverly Grove Resident

From: Ash Williford [redacted]
Sent: Saturday, March 21, 2026 2:46:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. By offering viable transit stops in these popular destinations across MidCity/WeHo/Hollywood - it goes a long way to reducing traffic congestion (which so much of is individual vehicles looking for parking) and protecting pedestrian safety in high traffic areas.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ash Williford
[redacted]

From: Brent Daugherty [redacted]
Sent: Saturday, March 21, 2026 2:41:03 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a

handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Brent Daugherty
[redacted]

From: Seth Wulkan [redacted]
Sent: Monday, March 23, 2026 1:10:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Seth Wulkan
[redacted]

From: George Hewitt <[redacted]
Sent: Saturday, March 21, 2026 2:11:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Tunneling for K-Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro has studied the tunneling and proven that there is no impact to the surface structures, Metro should move to ignore the Nimby homeowners who make up a very small fraction of the city and do not represent the city's best interests. Bowing to a couple dozen homeowners is an incredible waste of tax-payer money and it is incredibly irresponsible to extend public outreach any longer just to hear out the people who will in no way be affected by the system.

Public transit is lacking and making the system more expensive and slower to build fails all residents in the region whether they know it or not. Metro knows better.

–
George Hewitt
[redacted]

From: Robert Blachman <[redacted]
Sent: Saturday, March 21, 2026 1:22:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Robert Blachman
[redacted]

From: Andrew Grace [redacted]>
Sent: Monday, March 23, 2026 1:14:01 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I'll be in person on Thursday as well, but enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Andrew Inouye -
[redacted]

From: Casey Law [redacted]
Sent: Saturday, March 21, 2026 1:45:59 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Casey Law
[redacted]

From: Samuel Mumford <[redacted]
Sent: Monday, March 23, 2026 1:19:26 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I am writing to express support for approving the K Line Northern Extension on the San Vicente-Fairfax alignment. As there is no evidence of any harm to buildings and residents with a tunnel more than 100 feet under the ground, any other alignment causes excess costs and delays with no tangible benefits.

This is expected to be a highly used line which is key to interlinking the "hub and spoke" LA metro system and needs to be completed as early as possible, especially in light of West Hollywood's contribution to the project.

Please approve the K Line Northern Ext San Vicente-Fairfax alignment or switch back to the DEIR option so transit riders aren't delayed to address non-issues.

Thank you,
Sam Mumford

From: River Jaffe <[redacted]
Sent: Saturday, March 21, 2026 1:43:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Fairfax San Vicente Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello! I am just writing to express support for this project (the K line extension/Fairfax San Vicente route) -- having a train line convenient and across the West side would be GAME CHANGING. Please build it! I will be just one of many who i think would benefit. I LOVE living on the West side but accessibility of transportation is maybe the biggest downside, and this would go a long way to make that less of a problem.

Thank y'all so much!

Brooke

From: Tom Rodriguez <[redacted]
Sent: Saturday, March 21, 2026 1:43:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7: K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I urge you to approve the K Line Northern Extension San Vicente-Fairfax alignment.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Here is the reality: once built, the K Line will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have significant, positive effects across Metro's system.

Do not delay this project any further. Demonstrate courage and listen to people like me who will benefit from this project. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Emily Sands [redacted]
Sent: Monday, March 23, 2026 1:38:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support LPA for K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I live in the Fairfax district and I am writing to express my immense support for the locally preferred alternative for the K line extension project.

This extension will be so vital to the community, connecting west hollywood and the grove with LAX and the rest of los angeles by subway. My only wish is that it could come sooner than 2049, because of how important it will be for me for work and limiting car use in the city.

Please enact the locally preferred alternative as quickly as budgeting allows. As excited as I am about the D line extension, this K line extension would change my life for the better.

Thank you,

Emily Sands
[redacted]

From: Steve Rosenberger [redacted]
Sent: Saturday, March 21, 2026 1:39:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-line San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

While I cannot attend the Metro Board meeting on 3/26/26 I want to voice my full support for the K-line San Vicente-Fairfax alignment.

I've lived in West Hollywood for 16 years and I can say that this extension of Metro rail service will not only facilitate travel in and around WeHo, but it will also connect tens of thousands of residents and workers to the existing Metro system: to DTLA, the Westside, LAX (!) and the South Bay.

The impact of this expansion of mass transit will be immediately felt with the opening of each new station. I might not live to see it completed, but it will improve travel and life in West Hollywood and Central LA.

Steve Rosenberger
[redacted]

From: Sallia Goldstein <[redacted]
Sent: Saturday, March 21, 2026 1:38:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment - K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I live less than a mile from the Redondo Beach station on the K line.
Please for the love of God, build the San Vicente Fairfax route.
Please do not kill the LPA option like Metro did with Hawthorne.

Best,
Sallia Goldstein
[redacted]

From: r 8 <[redacted]>
Sent: Monday, March 23, 2026 1:46:54 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

We need Karen Bass and Jacquelyn DuPont Walker to disclose all private conversation they have had about the K line extension. It is absolutely infuriating that Los Angeles public transit development keeps being stalled and tax payer costs keep increasing because of unnecessary NIMBYism.

Enough closed door conversations.

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Hared Ochoa


From: Shad B [redacted]>
Sent: Saturday, March 21, 2026 1:34:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Shad Bello
[redacted]

From: Hannah DuBow [redacted]
Sent: Saturday, March 21, 2026 1:24:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Hannah Blachman
[redacted]

Sent from my iPhone

From: Dylan Gasperik [redacted]
Sent: Monday, March 23, 2026 1:47:12 PM
To: [redacted]
Subject: (EXTERNAL) Please Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - Please approve the K Line Northern Extension San Vicente-Fairfax alignment.

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better,

switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Dylan Gasperik
[redacted]

From: Eric Upton [redacted]>
Sent: Saturday, March 21, 2026 1:06:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment! It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before. West Hollywood is amazingly willing to put up 25 of the project cost, something this board should not take for granted. Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Eric Upton
[redacted]

From: Andrew Shine <[redacted]>
Sent: Saturday, March 21, 2026 1:08:19 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Andrew Shine
[redacted]

Andrew R. Shine
[redacted]

From: Ryan Berdan [redacted]>
Sent: Saturday, March 21, 2026 12:32:45 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ryan Berda
[redacted]

From: Charlie Vignola [redacted]
Sent: Monday, March 23, 2026 1:26:50 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done

safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Charles Vignola
[redacted]

From: Will Bowman [redacted]
Sent: Saturday, March 21, 2026 12:18:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I am a frequent subway rider in LA...

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling

100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Will Bowman
[redacted]

From: Lucas Knorr [redacted]
Sent: Saturday, March 21, 2026 11:54:04 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Lucas Knorr
Resident of West Hollywood

Thank you,

Lucas Knorr

From: Gabriel Ramirez [redacted]
Sent: Saturday, March 21, 2026 11:47:31 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Gabriel Ramirez
[redacted]

From: Sixto J. Sicilia [redacted]
Sent: Monday, March 23, 2026 2:10:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

I amm100% behind the choosing the San Vicente line. The old rail lines right-of-way are still there down the middle of the street which means not unnecessarily disturbing residents and creating major traffic concerns during the build.

Plus La Brea takes you nowhere and Fairfax would be conveniently connected

Sixto Sicilia
[redacted]

[redacted]

From: Dorian Whitney <[redacted]>
Sent: Saturday, March 21, 2026 11:46:40 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 - K LINE EXTENSION WITHOUT DELAY

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

This is urgent for many, many reasons, but please remember one of the reasons is to end drunk driving, which many people do while getting to West Hollywood. This project should be prioritized even more because people are more likely to take the metro than the bus! This WILL reduce drunk driving, DUIs & deaths!

There has been Enough delay on the K Line Extension - Please approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

Even if this new line went to just ONE of the key destinations, like only The Grove, or only Cedars Sinai, only West Hollywood, or Only Beverly Center…it would be worth it because those locations are *that* important, there is no excuse to not already have a metro stop at these places.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

 NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Dorian Whitney
[redacted]

From: Eric West [redacted]
Sent: Monday, March 23, 2026 2:27:45 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's ridiculous to continue delaying this vital Metro line just because about 37 homeowners refuse to believe the scientific studies that prove there are zero impacts to their homes from tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. I live off the K line south of the Expo line, and I'm so excited by the prospect of being able to take Metro to West Hollywood and the Bowl! I'd also connect to the D line and easily get to Koreatown.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Eric West
[redacted]

From: [redacted]
Sent: Monday, March 23, 2026 2:50:19 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center, the hospital at which I proudly serve patients from all backgrounds.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Andrew Osborne, MD
Faircrest Heights Neighborhood

From: Liam Horgan <[redacted]>
Sent: Saturday, March 21, 2026 11:37:20 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Liam Horgan
Palms, Los Angeles, 90034

Liam Horgan
he/him/his
[redacted]

From: [redacted]>
Sent: Monday, March 23, 2026 2:53:38 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]>
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Jasmine A. Williams
[redacted]

From: M L [redacted]
Sent: Monday, March 23, 2026 3:20:54 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Maurice Light
West Hollywood resident

From: Jared Rimer [redacted]
Sent: Monday, March 23, 2026 2:41:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Ongoing Accessibility Failures Across Metro System (Braille Signage & Announcements) General Comment / Item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to formally document ongoing accessibility issues across the Metro system that have persisted for years without resolution. While I had intended to provide public comment, the scope and consistency of these issues warrant a more detailed written record.

We are not dealing with a single issue, but a pattern of accessibility failures affecting blind and visually impaired riders.

First, braille and tactile signage remains inconsistent or missing. Along the A Line, particularly between 7th Street Metro Center (upper level) and Downtown Long Beach Transit Mall, many stations lack adequate braille signage. In addition, signage along the Red and Purple Lines has been faded and difficult to read for approximately a decade. These issues were previously reported to accessibility staff, yet remain unresolved.

Second, station announcements are unreliable. Multiple stations, including Glendora and several along the A Line, do not consistently provide audible announcements. At Union Station, particularly during evening hours around 21:00, announcements are often unclear or not audible enough to identify arriving trains.

Third, onboard announcement systems continue to fail riders. There are ongoing inconsistencies between interior and exterior announcements. Some newer A Line trains appear unable to produce external announcements, and operators do not consistently compensate for this—especially at shared platforms where identifying the correct train is critical. This creates significant barriers for blind riders attempting to navigate the system independently.

These issues have been reported multiple times through Customer Relations and other channels over the years, yet conditions remain largely unchanged.

As Metro continues to expand the system and invest in new infrastructure, it is critical that accessibility be treated as a foundational requirement—not an afterthought. Accessibility features such as braille signage and audible announcements must be fully functional and validated prior to project openings and maintained consistently across the system.

We should not be building new stations while longstanding accessibility failures remain unresolved.

I appreciate your attention to these concerns and look forward to meaningful progress on these issues.

Sincerely,
Jared Rimer

From: Ann Rubin [redacted]
Sent: Monday, March 23, 2026 4:20:43 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Item #7 -- ITEM NEEDS MORE CONSIDERATION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am very concerned about the uncertain financial aspect of the Metro Board following the staff recommendation for selecting the hybrid San Vicente-Fairfax route as the preferred alignment without more solid financing and more information about potential financial risk for Los Angelenos, whether or not the West Hollywood commitment for $4 billion happens through the proposed EIFD. Might there also be an EIFD proposed for the Los Angeles side, too?

I urge the Metro Board to delay the vote while this is better sorted out and shared with the public more broadly.

The second aspect of this proposed vote on the staff recommendation for the hybrid route is distressing because SB 79 is effective on July 1, and we'll be simultaneously up-zoning neighborhoods around the future Fairfax & Third and Beverly & La Cienega transit stops, but not actually see a train running for 20-25 or more years. This will fuel land speculation, and we'll get more chain-link lots and lose actual housing where people live today. When favorable economic conditions return for developers, we'll get pricey, denser apartment buildings, and a lot more congestion, if you can imagine that -- all while waiting decades for the northern extension of the K-Line to be approved, fully funded, and built. Selecting a route needs to be uncoupled from SB 79 for the time being.

Thank you for your consideration,
Ann Rubin
[redacted]

From: Yusef Abouremeleh [redacted]
Sent: Monday, March 23, 2026 4:31:59 PM
To: amartinez@gatewaycog.org <amartinez@gatewaycog.org>
Cc: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board member Dutra,

I'm writing to urge you to vote YES on Thursday for the San Vicente-Fairfax alignment as recommended by Metro staff for the K Line Northern Extension.

This project represents a rare opportunity to fund major transit infrastructure without raising taxes, through an Enhanced Infrastructure Financing District (EIFD) that captures property value growth near stations. The Metro staff recommendation is fiscally sound and shouldn't be delayed.

I also want to highlight something often overlooked in transit planning: placing Metro stations near entertainment districts and bars is a public safety win for all Angelenos. When people have safe, reliable transit options at the end of a night out, they don't drive drunk. Every station we build near a nightlife corridor is fewer impaired drivers on our streets.

West Hollywood's San Vicente corridor is exactly this kind of destination — and routing the K Line through it serves both mobility and safety goals.

Please vote to approve the alignment on Thursday without delay.

Thank you for your service,
Yusef Abouremeleh
[redacted]

From: Yusef Abouremeleh [redacted]
Sent: Monday, March 23, 2026 4:35:37 PM
To: firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>
Cc: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Extension Vote

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board member Solis,

I'm writing to urge you to vote YES on Thursday for the San Vicente-Fairfax alignment as recommended by Metro staff for the K Line Northern Extension.

This project represents a rare opportunity to fund major transit infrastructure without raising taxes, through an Enhanced Infrastructure Financing District (EIFD) that captures property value growth near stations. The Metro staff recommendation is fiscally sound and shouldn't be delayed.

I also want to highlight something often overlooked in transit planning: placing Metro stations near entertainment districts and bars is a public safety win for all Angelenos. When people have safe, reliable transit options at the end of a night out, they don't drive drunk. Every station we build near a nightlife corridor is fewer impaired drivers on our streets.

West Hollywood's San Vicente corridor is exactly this kind of destination — and routing the K Line through it serves both mobility and safety goals.

Please vote to approve the alignment on Thursday without delay.

Thank you for your service,
Yusef Abouremeleh
[redacted]

From: Wish Night [redacted]
Sent: Saturday, March 21, 2026 11:36:32 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Item 7 - SUPPORT!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Approve the K Line Northern Extension San Vicente-Fairfax alignment!

This line is such a huge addition to the network, we needed it 25 years ago, no need to delay any further, lets build this thing!

Thank you,
Michael Siegel
[redacted]

From: Ethan Brannis [redacted]>
Sent: Monday, March 23, 2026 4:36:16 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro and many other transit agencies around the world have done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Extension San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Ethan Brannis
[redacted]

From: tgottbetter [redacted]
Sent: Saturday, March 21, 2026 11:34:04 AM
To: Board Clerk <BoardClerk@metro.net>; TeamCD4 <contactCD4@lacity.org>
Subject: (EXTERNAL) URGENT: Support Item 7 – K Line Northern Extension (San Vicente-Fairfax)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

I am writing to express my strong support for Item 7, the San Vicente-Fairfax alignment for the K Line Northern Extension.

We are at a critical juncture for Los Angeles transit. After spending $2.3 million and 18 months on technical studies, the safety of this alignment is a proven fact. Metro has already made a $165 million concession to route the line up Crenshaw to appease local concerns.

It is unacceptable that the progress of a project designed to serve a county of 10 million people is being stalled by the complaints of roughly 22 voices. We cannot allow the needs of a few dozen residents to outweigh the transit necessity of millions of Angelenos who need access to Cedars-Sinai, the Miracle Mile, and West Hollywood. This line would personally help me get to work at the school I teach at!

I urge the Board to prioritize the region's future over hyper-local obstruction. Please approve the San Vicente-Fairfax alignment today.

Sincerely,

Taylor Gottbetter
[redacted]

From: Auguste Miller <[redacted]>
Sent: Saturday, March 21, 2026 11:33:38 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Public servants are supposed to do the right thing for the greater good and benefit.

Enough delay -> approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro (and every other transit agency in the world) has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Auguste Miller
[redacted]

From: Shane Rogers [redacted]>
Sent: Saturday, March 21, 2026 11:30:04 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line Northern Extension - Support of METRO Staff Recommendation

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning,

As a Metro user and LA County Tax Payer, I want to take this opportunity to voice my support for the Metro staff recommendation for the K-Line's northern extension.

The San Vicente-Fairfax alignment is best suited to serve the most high density corridor as well as provide desperately needed rail access through West Hollywood. With the inclusion of West Hollywood's EIFD, this route has a more secure funding mechanism and grassroot support.

I must say, I find it highly disturbing that the final selection of an alignment has been delayed over a year and is now FURTHER DELAYED presumably by Mayor Bass in conjunction with Councilmember Dupont-Walker.

Why did taxpayers have to pay millions of dollars for FURTHER studies on unfounded concerns from a tiny minority of homeowners in Lafayette and Wellington Squares? The effects of tunnel vibrations were studied in the DEIR and any vibration was found to be under the FTA impact threshold. Why are we wasting both time and money verifying what we already know? Why is a small group of people indefinitely delaying a critical transit project that is available to EVERYONE?

This illustrates the need for reform of the METRO Board. We need industry experts to make up the majority of the board. If we leave it full of politicians, they will always find ways to delay, minimize and kill transit projects at the behest of vocal minorities in their districts.

Reform the board and select the Metro staff recommendation for the extension.

SERVE LA, not the bad faith conspiracies of a tiny group.

Best,

--

Shane Rogers
[redacted]

From: Heather Johnson <[redacted]>
Sent: Saturday, March 21, 2026 11:29:27 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I live near the intersection of Adams and Crenshaw. My son attends Queen Anne Elementary just north of Pico.

We anticipate sending him to John Burroughs Since he's in the dual language program. He's only 5 and has years ahead to commute to school. Right now we bike him to school.

If this train route had already existed it would be life changing for us and so many other families.

As it is, the car situation outside his school is dangerous and it's only a matter of time before someone gets hurt.

We're in another oil crisis.

Climate change is all around us

We should be making it easier to take transit. Please don't disappoint my child and ruin his future.

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
[redacted]

"Timshel"

"Make every word tell."

From: Kyle Crowther <[redacted]
Sent: Monday, March 23, 2026 5:04:50 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

PLEASE READ: As a Culver City resident, having access to the E Line has significantly increased the amount of time and money I've spent in both the Santa Monica and Downtown LA areas. I frequent West Hollywood, the Hollywood Bowl, the Grove and other areas that would be made much more accessible via public transit by this extension. This passes through many of the more traffic congested areas and provides transit access to severely gridlocked parts of town. It will change the way Angelenos get

around this city and vastly improve quality of life for many mid-low income residents who rely on transit day-to-day.

I agree with many others, it's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Kyle Crowther
[redacted]

From: Rich Windisch [redacted]
Sent: Saturday, March 21, 2026 11:17:01 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Rich Windisch
Downtown LA Resident

From: Jack Galanty [redacted]
Sent: Monday, March 23, 2026 5:05:10 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>; info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Culver City PRIDE Strongly Endorses San Vicente–Fairfax as the LPA for the K Line North Extension to West Hollywood and the Hollywood Bowl

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

March 23, 2026

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

Re: SUPPORT for Selecting the Metro Staff Recommended San Vicente-Fairfax Alternative for the Metro K Line Northern Extension LPA Without Delay

Dear Metro Board of Directors,

On behalf of Culver City PRIDE, I am writing to support selecting the Metro Staff recommended San Vicente-Fairfax Alternative as the locally preferred alternative (LPA) for the Metro K Line
Northern Extension Project. Of the three routes under consideration, **only the San Vicente-
Fairfax route would serve all the major destinations and job centers in Central Los Angeles and West Hollywood, while increasing ridership and unlocking local funding.**

The San Vicente-Fairfax route has seen overwhelming public support throughout Metro's
previous studies and outreach and has the best chance of uniting the region. Longstanding
support for this alignment and efforts to generate funding to accelerate its construction through
a potential Enhanced Infrastructure Financing District (EIFD) facilitate getting this project built in
our lifetimes. Timely confirmation of the LPA is a prerequisite to starting the process of

forming
an EIFD.

Culver City PRIDE has its full support for the **San Vicente–Fairfax alignment** as the Locally Preferred Alternative (LPA) for the K Line North Extension, including a future extension to the Hollywood Bowl. We fully back the Metro Staff and Westside/Central Service Council decision selecting San Vicente–Fairfax. **As the longest alignment, it provides more rail access and mobility to iconic destinations and attractions.**

WE MUST BRING THE K LINE TO WEST HOLLYWOOD AND THE HOLLYWOOD BOWL!

West Hollywood and Hollywood Bowl Need Rail Now. West Hollywood has waited decades for direct Metro Rail to its Rainbow District, nightlife, bars, and cultural hubs. The Hollywood Bowl generates massive traffic congestion and air pollution from idling cars during performances. This alignment delivers long-overdue rail connections to these vital LA County landmarks.

Late-Night Safety is Critical. The corridor features bars, clubs, and restaurants along Santa Monica Boulevard, San Vicente Blvd, Fairfax Ave, West 3rd Street, and Mid City/Mid-Wilshire streets. Reliable late-night trains reduce drunk and impaired driving after drinking or cannabis use, enhancing safety for all.

This north–south rail spine links South LA, Mid City, Beverly Grove, West Hollywood, and Hollywood—serving Cedars-Sinai, The Grove, Museum Row, WeHo's Rainbow District, and the Hollywood Bowl. It shifts thousands of trips from polluting cars to clean electric rail, slashing emissions, traffic, and air pollution.

For Phase 3 to the Hollywood Bowl, Culver City PRIDE supports **cut-and-cover construction** where feasible to speed timelines, improve access, and integrate with infrastructure while limiting disruption.

This project benefits **youth, students, seniors, persons with disabilities, low-income residents, hospitality workers, LGBTQ+ communities, and immigrants** hardest hit by pollution, car costs, and traffic violence from unsafe driving.

Culver City PRIDE urges Metro Board Members to **endorse San Vicente–Fairfax as the LPA** and advance the Hollywood Bowl extension (Phase 3 via cut-and-cover) as the next step.

About Culver City PRIDE: Culver City PRIDE is a volunteer-led organization dedicated to celebrating and uplifting the LGBTQ+ community in Culver City through inclusive, community-driven events and programing, with a focus on community connection, local mobility, environmental stewardship, and sustainability.

Signed,
Jack Galanty

Culver City PRIDE
Head of Technical Production & Event Design
Event Lead for Culver City PRIDE Festival



Lead Event Planning & Leadership Committee
Lead for Culver City PRIDE Visuals & Design Team
www.CulverCityPride.org

_____

JSG Design
Owner & Lead Designer

JSG Design
Window Displays, Scenic Design, Graphic Design & Immersive Events
www.JSGDesign.xyz

_____

From: Uriel Ibarra <[redacted]>
Sent: Saturday, March 21, 2026 10:50:45 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Uriel Ibarra
[redacted]

From: Reagan McClymonds [redacted]
Sent: Monday, March 23, 2026 5:25:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - Approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Reagan McClymonds



From: Alex Murray [redacted]>
Sent: Saturday, March 21, 2026 10:48:27 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Crenshaw North Extension Vote

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Our Metro board members can't seriously be considering delaying a vital transit project that will benefit hundreds of thousands of working class Angelenos to protect 30 homeowners in Lafayette Square from an imaginary problem with tunneling?

It's crazy, our politicians only speak for the rich!

Also Jackie DuPont Walker has been illegally influencing this vote despite needing to recuse herself because she was their homeowners association president. It's pure corruption from our wealthy homeowners and the people WILL SUE!

Karen Bass is the worst mayor in LA history and she will be VOTED OUT this November.

Thank you,

From: Gregory Ellwood [redacted]>
Sent: Monday, March 23, 2026 5:55:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the K Line from West Hollywood resident of 30 years

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I hope this can be presented as many of the thousands of people who want the K Line not only to happen, but to go through West Hollywood.

____

To the Metro Board,

I have lived in the City of West Hollywood and, therefore, the County of Los Angeles, for 30 years. I have seen the promise of what Metro can be for the county as a whole. And while it's done a service for many, the fact that West Hollywood, West Hollywood East, or the West Hollywood to Hollywood corridor is not within walking distance to a station is a horrible disservice to at least 100,000 residents? If not more?

As someone who works from home and has purposefully been car-less since 2016, the K line through West Hollywood with a San Vicente stop would be a gift from god. Not only would it allow many of us not to have to use rideshare services, but allow tens of thousands of visitors to the City of West Hollywood to avoid parking, clogging up roads, and using those same rideshare services seven days a week. It would also allow tens of thousands to get to LAX without having to pay for a rideshare or ask friends or family for a ride to the airport. The current K line is great, I've taken it several times already, but its final stop is still inconvenient for anyone living above the 10 freeway. It's still paying for an Uber/Lyft/WayMo to get home from that final stop. This extension may not be finished for a decade, but it will still matter then. It may matter even more than it does today.

This is a generational opportunity. Please do not turn your backs on the tens of thousands of West Hollywood/Hollywood residents who would benefit from connecting this vital part of our county. Practically begging for this dream to finally come true.

Many thanks,

Gregory Ellwood

From: S Son [redacted]
Sent: Saturday, March 21, 2026 10:44:53 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Stephen Son
[redacted]

From: Josh Behrens <[redacted]>
Sent: Monday, March 23, 2026 6:09:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the WeHo K-Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board,

I am a resident of West Hollywood (1000 N Doheny Dr, 90069) and am writing to voice my support for the K-Line extension that would connect West Hollywood, among other important stops, to the Metro.

It is completely unacceptable that the Mayor of LA is working to kill this crucial project. As our county continues to urbanize and grow, we need public transportation more than ever. I work in Downtown LA and take the bus many days of the week. My trip downtown takes 1 hour 15 minutes, but myself and thousands of others would take the Metro if we were connected to it.

This crucial metro line must be protected and please do not let empty political pressure from NIMBYs stop this once in a lifetime opportunity to turn Los Angeles County into a modern metropolis.

Thank you,
Josh Behrens

--
- Josh(ua) Behrens

From: Matias Fuchs-Lynch [redacted]
Sent: Saturday, March 21, 2026 9:09:34 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Mati Fuchs-Lynch
[redacted]

From: Chase Cohen <[redacted]
Sent: Saturday, March 21, 2026 10:35:58 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Chase Cohen
[redacted]

Sent from my iPhone

From: Christian Wollenberg <[redacted]
Sent: Monday, March 23, 2026 6:26:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

I would also like to bring up that I am a member of IBEW Local 11. Not only do I desire a great transit system for LA, I also care because these transit projects give us a lot of good and reliable work. It makes me feel a sense of pride that I could be involved in improving the region I call home with my day job. Any delays to this project could delay good work on top of delaying efficient transit for numerous Angelenos. Please do not let down those that build LA for all to enjoy!

Thank you,
Christian Wollenberg
[redacted]

From: Yonatan Ahituv [redacted]
Sent: Saturday, March 21, 2026 10:32:08 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Yonatan Ahituv
[redacted]

From: Brennan Gray [redacted]
Sent: Monday, March 23, 2026 6:27:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment Regarding the Proposed K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members,

Enough is enough – it's time to approve the K Line Northern Extension! The studies are unequivocal and the science is clear – there are no impacts from the proposed tunneling on residents, and transit agencies all over the world, including Metro, have accomplished it before. The financial aspects of the project are well considered, especially with West Hollywood's extremely generous offer to cover a quarter of the project cost. The demand for this line is abundant among the community.

Simply put, now is the time to approve this extension and move forward with this transformational project.

As a resident of the South Bay, I often find myself headed north to Hollywood for a variety of reasons. Yet, every single time, regardless of the time of day, or the day of the week, I spend my time stuck in glacial traffic on the 110. How often I wished for a Metro line that could get me to Hollywood! Yet now that there's one on the horizon, it's being jeopardized to assuage the nonsense fears of a startlingly small few.

Let me be clear – the cost of another delay is unconscionable. The financial burden of additional studies is just the beginning. The people of Los Angeles are paying for every day of delay with their time spent in traffic, and their health, degraded by the pollution and noise of our overburdened freeways. To delay again is to say to all those Angelenos who suffer those impacts and who would benefit from this project, "Sorry, but you're just not that important." That those who are particularly burdened are some of the least fortunate among us, and that those fighting delays are some of the most only adds insult to injury.

The demand is clear. The science is clear. The benefit is clear. The proposed K Line North Extension project is the missing link the E and B lines that Los Angeles so desperately needs. No more delays! It's time to move forward and build this critical piece of transportation infrastructure!

Sincerely,

Brennan Gray
[redacted]

From: Jose Casillas [redacted]
Sent: Monday, March 23, 2026 6:30:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: In Support of Hybrid Selection for K North Expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Also to add on, for those that argue well you should be ok with driving because driving is a privilege. I say to you, driving is only a privilege when there is ample, sufficient, and well operated public transit.

On Mon, Mar 23, 2026 at 3:42 PM Jose Casillas [redacted] wrote:
To Whom it May Concern,

This is a follow up from my previous email. I stand in support for the hybrid selection for the K line North expansion. As stated in my previous email we cannot let special interests of few get in the way of the greater good and need of all. Though you are appointed to this board, I remind you that you're all elected officials meaning you can, may, and probably will lose your seat if you decide not to pass the expansion. Let's accelerate as much as we can to complete all proposed measure M expansion and expand even further from that. Again just to clarify I am in favor for the hybrid option that goes through WEHO proposed for the expansion of the metro K line north

From: Nikki Iv [redacted]
Sent: Saturday, March 21, 2026 10:26:03 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you!

Nikki Battiest Iv
Violinist, Conductor and Friend
https://linktr.ee/nikiv08
[redacted]

From: Brian McNutt [redacted]
Sent: Monday, March 23, 2026 6:31:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Metro K Line North

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello. I am a Hollywood West resident and I hope the Metro K Line North route thru West Hollywood is chosen and this project moves forward quickly. I own a condo and I will be living here for many more years and hope to use this subway on a regular basis.

Brian McNutt
[redacted]

Sent from my iPhone

From: Daniel Moon [redacted]
Sent: Saturday, March 21, 2026 10:22:51 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Daniel M
[redacted]

From: Jamie [redacted]
Sent: Saturday, March 21, 2026 10:20:50 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

I just gave birth to my newborn at Cedars-Sinai Hospital and had numerous appointments in that area leading up to his birth. It would have been incredible to have a metro connection to this important part of town. Please don’t delay any longer, this is a life changing project for residents of Los Angeles.

Thank you,
Jamie Farrell
[redacted]

From: Partho Kalyani [redacted]
Sent: Monday, March 23, 2026 6:31:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Don't let a handful of nimbys ruinour city. That's how we've got in this mess. I support the K line Northern extension. Build it now!

Sent from my iPhone

From: Colin Warn <[redacted]>
Sent: Saturday, March 21, 2026 10:18:27 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Colin Warn
[redacted]

From: Janeli Zendejas [redacted]
Sent: Monday, March 23, 2026 6:36:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 FOR K LINE NORTH EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

I am writing in favor of the K Line North Extension on the proposed San Vicente-Fairfax alignment.

This alignment creates a true north–south rail spine through South LA, Mid City, Beverly Grove, West Hollywood, and Hollywood, serving Cedars-Sinai, The Grove, Museum Row, WeHo's Rainbow District, and the Hollywood Bowl. It opens up future expansion as well to serve more Angelenos. West Hollywood strongly supports this because they know the positive impact this will have.

The San Vicente-Fairfax will benefit youth, local students, seniors, persons with physical differences/limitations, low-income residents, food and hospitality workers, LGBTQ+ folks, and immigrants who are hit hardest by pollution, car-related costs, and increasing traffic violence to to unsafe driving on LA streets!

I implore you to vote in favor of this alignment especially when it benefits all Angelenos. Please do not listen to the false claims of a select few who state there will be impacts to their homes like perceptible noise and damage to their homes. Metro has done extensive analysis and has scientifically proven this is false. This presentation from last year states "Metro has constructed over 30 miles of tunnels and safely operates below sensitive uses." Since the tunnels will be under 90 feet below there will be no impact like section 3 of the D Line. Please do not jeopardize the future positive impacts this extension will have for greater Los Angeles over the false claims of less than 50 people.

https://www.metro.net/documents/2025/10/kne_oct_tunnel_ppt_251004.pdf/

I'd also ask you to please consider using the cut and cover method for the K Line North as it would avoid the high cost of construction compared to deep boring tunneling.

This has been delayed long enough, I implore you to do what is right and will benefit all Angelenos- approve the K Line North extension on the San Vicenete-Fairfax alignment.

Regards,

Janeli Zendejas

From: Shaylan Vanmali [redacted]
Sent: Saturday, March 21, 2026 10:15:55 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this

Thank You,
Shaylan Vanmali

From: Shashwat Patel [redacted]
Sent: Monday, March 23, 2026 6:42:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line Expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

Please support the K-line extension at the vote this week.

THanks,

Shashwat

From: Grant Cogswell <[redacted]
Sent: Saturday, March 21, 2026 10:13:20 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or ridiculously expensive studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

Sometimes things just make sense.

West Hollywood is willing to put up 25% of the project cost, something this board should not

take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS! Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you.

Grant Cogswell
Los Angeles
[redacted]

From: Adam Faruqi [redacted]
Sent: Saturday, March 21, 2026 10:05:21 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Adam Faruqi
[redacted]

From: Nicholas waggoner [redacted]
Sent: Monday, March 23, 2026 6:57:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the K line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

I am writing to voice my support for the ak Line extension. As a resident who lives in mid-city this line extension would help many residents get across town and addresses the transit desert that is that area. It can take you so long to get there when this would cut Time down and lower congestion.

Thank you,
Nicholas Waggoner
Sent from my iPhone

From: [redacted]
Sent: Saturday, March 21, 2026 9:52:38 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Wyatt Zadoorian
[redacted]

Sent from my iPhone

From: Roya Chagnon <[redacted]
Sent: Saturday, March 21, 2026 9:51:18 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7: WE NEED THE K LINE EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

PLEASE APPROVE THE K LINE NORTHERN EXTENSION!

We need this train so badly. All of the stops proposed are some of the busiest destinations in the city, and it's ridiculous that a massive chunk of residences in mid city and West Hollywood have no rail access. This train would fundamentally change LA for the better in one of the most congested areas of the city. The impacts are far reaching, beyond immediate neighbors— I live in Santa Monica but I would absolutely use this train frequently and it would be life changing to be able to take the train to museums, restaurants, professional and social events in this area on evenings when rush hour traffic prevents my attendance.

Stop putting the ridiculous interests of a few rich residents over the needs of millions!

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank You,
Roya Chagnon
[redacted]

From: Brian Marchetti [redacted]
Sent: Monday, March 23, 2026 7:29:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

I am a West Hollywood resident writing to urge you to support the K Line Northern Extension and the San Vicente-Fairfax alignment at Thursday's vote.

This project is long overdue for a dense, transit-dependent community that deserves real rail connectivity. Please approve the Locally Preferred Alternative and move this forward.

Brian Marchetti
[redacted]

[redacted]

From: sid barter <[redacted]>
Sent: Saturday, March 21, 2026 9:39:44 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Just approve item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

What the heck are you doing? The last time I checked, cities are for the many, not the few. You are costing taxpayers millions of dollars, and countless hours to have a few people not be upset about a non-issue. Do you want this to go through, or do you want more people to laugh at LA's traffic? Do not be influenced by people who are not allowed to influence you.

Thank you,

Sidney Barter
[redacted]

From: Dino Purple <[redacted]
Sent: Monday, March 23, 2026 7:19:53 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Dino Rosetti
West Hollywood

From: Miguel Estrada Machado [redacted]>
Sent: Saturday, March 21, 2026 9:29:50 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) STOP LETTING 40 WEALTHY ELITES KILL THE K-LINE NORTH!!!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my absolute OUTRAGE regarding the potential changes to the K-Line North project. It is beyond ridiculous that a vital transit extension—designed to serve nearly 60,000 daily riders—is being held up or altered because of a group of ONLY 30-40 PEOPLE!

This is exactly why major infrastructure projects in Los Angeles continue to fail. We are constantly prioritizing the comforts of the same wealthy people at the expense of the millions who actually need to get around this city.

THE HYPOCRISY IS STAGGERING!!! THESE ARE OFTEN THE SAME PEOPLE WHO VISIT LONDON, PARIS, OR TOKYO AND ARE IMPRESSED BY WORLD-CLASS TRANSIT, YET THEY FIGHT TO BLOCK THAT VERY SAME PROGRESS IN LA THE MOMENT IT INVOLVES THEIR "BACKYARD"!!!!!!!!!

They are worried about a tunnel running deep under their property? HAVE THEY EVER BEEN TO NEW YORK CITY?! I am assuming NO!! In a real world-class city, transit is the lifeblood of the environment, not something you block because you want to keep your neighborhood in a bubble. After seeing how efficient transit functions in international cities, it is exhausting to come home to LA and watch progress get paralyzed by a tiny, wealthy minority.

By entertaining these delays, you are choosing 40 people over the $14 billion investment our city's future requires. I urge you to stand firm on the staff-recommended alignment at the March 26 meeting. Do not let the loudest few dictate the future for the rest of us.

Sincerely,
Alejandro Machado

From: Daniel Simon [redacted]>
Sent: Monday, March 23, 2026 7:37:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Terminus Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

Please build the Terminus line through WeHo. Don't bill the project for any reason we desperately need better public transport in LA

Danny Simon
LA Resident

From: Ryne Sederstrom <[redacted]
Sent: Saturday, March 21, 2026 9:28:14 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ryne Sederstrom
Mar Vista, Los Angeles

From: Tim Fogarty [redacted]
Sent: Monday, March 23, 2026 7:49:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) support the K line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

While in an ideal world, we'd have a line from Century City down Santa Monica Blvd to Sunset Junction then down Sunset to Union Station AND from Crenshaw to the Hollywood Bowl and then on to downtown Burbank, I support any rail line that can get built.

Don't let a few rich land owners in Lafayette Park derail the K-line extention. The tunnel will be so far underground that they will never be impacted by it.

Tim Fogarty
[redacted]

[redacted]

From: Adrian Dorsey [redacted]
Sent: Saturday, March 21, 2026 9:25:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Timely Advancement of the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for advancing the K Line Northern Extension without further delay.

This project is critical to improving mobility, strengthening network connectivity, and supporting long-term growth across Los Angeles County. Delivering it on a timely basis should be a top priority.

At the same time, I recognize that large infrastructure projects have real impacts on surrounding communities. I support thoughtful, transparent mitigation of legitimate concerns related to construction, safety, and neighborhood effects. However, those mitigations should be grounded in evidence and handled in a way that preserves timely implementation.

Delay is not neutral. Each additional delay increases costs, weakens project momentum, and postpones meaningful benefits for riders and the broader region. The standard should be to address real, evidence-based impacts without allowing speculative concerns or extended process to undermine a project of clear regional importance.

In short: build the line as soon as possible, mitigate legitimate impacts responsibly, and keep the project moving forward.

Thank you for your time and for your work on this important decision.

Sincerely,
Adrian Dorsey

From: Harry Jin [redacted]>
Sent: Saturday, March 21, 2026 9:23:54 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Harry Jin
[redacted]

[redacted]

From: Chris Moschini <[redacted]>
Sent: Monday, March 23, 2026 7:49:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please extend the K Line underground

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, it sounds like powerful people are trying to kill the K Line Extension. This line is absolutely needed for people needing to get to Hollywood, LAX and other west side areas from the Valley. Today our options are busses stranded in the same traffic you're trying to avoid by taking Metro - worse you're waiting on it to get on and off the freeway. The 405 is paralyzed, please approve the underground K Line Extension!

Chris Moschini


From: Alec Aguilera [redacted]>
Sent: Saturday, March 21, 2026 9:23:10 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Alec Aguilera
East Hollywood

From: Anthony Aviguetero <[redacted]>
Sent: Saturday, March 21, 2026 9:11:43 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I have lived long enough to see projects like this unnecessarily be delayed, the D Line extension being the most prominent that comes to mind. Let's not let the K Line follow suit. History shall not repeat itself. Do not be the Henry

Waxman or Zev Yaroslavsky of this project!

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Anthony Aviguetero
[redacted]

From: Tyler Peters [redacted]
Sent: Saturday, March 21, 2026 9:11:38 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Tyler Peters
Los Angeles, CA
[redacted]

From: Anne Dereaux [redacted]
Sent: Monday, March 23, 2026 8:16:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension Must Happen

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing as a resident of Leimert Park, who just moved here during its burgeoning Renaissance of massive investment and opportunity. I own an architectural design firm and I'm already involved in several multimillion dollar projects that are going to bring so much life and resilience to this area.

It benefits everyone to cross pollinate these economies, these cultures. The K line simply must continue into West Hollywood. To not allow this would be an extreme detriment to this city that is already losing its culture day by day. I would venture to argue the only place that has actually retained it is below the 10.

A dedicated LA resident,
Anne

Anne Dereaux

[redacted]

From: [redacted]
Sent: Saturday, March 21, 2026 8:58:16 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jonathan Burns
[redacted]

From: Mattia Simioni <[redacted]>
Sent: Monday, March 23, 2026 8:22:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Strong Support for the K Line San Vicente Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members and Clerk,

I am writing as a West Hollywood resident to express my strong support for the K Line San Vicente Extension ahead of Thursday's vote.
This project is not just a transit improvement: it's a once in a lifetime opportunity to connect communities that have long been underserved by Los Angeles's rail network. The San Vicente corridor runs through the heart of West Hollywood's Rainbow District, one of the most densely populated and culturally vital stretches in the entire region. For far too long, residents here have had to rely on congested surface streets with no meaningful rail connection to the broader Metro grid.

I urge the Board to reject any effort to delay or kill this extension and to vote YES on Thursday. The residents of this corridor deserve the same quality of transit access as the rest of Los Angeles.

Thank you for your consideration and your service to the region.

Sincerely,
Mattia Simioni, a West Hollywood resident

From: Angelo Mike <[redacted]
Sent: Saturday, March 21, 2026 8:52:00 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro board and political leaders,

The wealthy homeowners who don't want metro tunnels underneath their homes are fighting a losing battle. They and you can't expect people to constantly accept immiseration, a lack of quality transit, and the financial, physical, and health burdens of car dependency for the sake of chauvinist homeowners who are afraid of poor people even existing near them, even 80+ feet underneath them on trains.

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Angelo Mike
[redacted]

From: Ray Vecchiola [redacted]
Sent: Monday, March 23, 2026 8:37:20 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Aurelio Vecchiola
Norma Triangle, WeHo

From: Drew Finke <[redacted]
Sent: Saturday, March 21, 2026 8:49:49 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

I work, go to my doctor and shop in areas that will be served by this line, and I'm tried of getting stuck in traffic and paying for parking. **This rail line will materially improve my quality of life! Please do not delay this project!**

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as

Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. **Approve the K Line Northern Ext San Vicente-Fairfax alignment;** even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Drew Finke,
[redacted]

From: Matt Stauffer [redacted]>
Sent: Monday, March 23, 2026 8:38:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support Item 7 / K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Planning and Programming Committee,

I enthusiastically support staff's recommendation for the K Line Northern Extension San Vicente-Fairfax route, and encourage you to approve it!

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Please approve this item so we can move this project forward.

Thank you,
Matt Stauffer
[redacted]

From: Eileen Dorn [redacted]
Sent: Monday, March 23, 2026 8:46:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please extend the K line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

We desperately need to connect Hollywood via the k line extension for a future-facing city that can grow with its inhabitants. Please extend the k line so that more of our city can be served.

Thanks,

Eileen Dorn
Resident of Los Angeles
Believer in infrastructure

From: Tonantzin Orozco [redacted]
Sent: Saturday, March 21, 2026 8:49:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Tonantzin Orozco
[redacted]

From: Regina Cicone [redacted]>
Sent: Monday, March 23, 2026 8:50:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) In favor of the KNE

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

I'm a resident of LA living in the zip code of [redacted]
As someone who does not have a car and loves exploring Los Angeles, I am strongly in favor of the K Line Northern Extension. I believe any of the proposed alignments would be wonderful additions to the city.
Most importantly, I strongly desire to see this extension as soon as possible. It seems to me, that the long term benefits of thousands of Angelenos outweigh the concerns that have been raised. Please take this into consideration moving forward.

Thank you for your time,
Regina Cicone

From: Caro Vilain [redacted]
Sent: Saturday, March 21, 2026 8:38:38 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Caro Vilain
[redacted]

From: Christopher Duenas [redacted]
Sent: Monday, March 23, 2026 8:52:06 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

STOP LETTING MILLIONAIRES SABOTAGE PROGRESS IN OUR COUNTY!

Thank you,
Christopher Dueñas

From: Rogelio Cardoza <[redacted]>
Sent: Monday, March 23, 2026 9:04:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Row K Extension Support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Rogelio Cardoza. I am a LA county resident and I'm emailed to support the Row K Extension Project from Metro.

- Rogelio
Sent from my iPhone

From: Adam Remba [redacted]
Sent: Saturday, March 21, 2026 8:30:35 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Stop treating the people of LA like we live in a backwater suburb. We are the 2nd biggest city in the US.

Adam
[redacted]

From: Bay Grabowski [redacted]
Sent: Monday, March 23, 2026 9:29:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 2026-03-26 Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

This comment is for the regular board meeting held on 2026-03-26:

It is vital that the K northern extension project be accelerated and built as soon as possible. This project will be a cornerstone of a Metro light rail system, likely becoming the most used rail line in the country. As such, alignments must be decided to maximize utility, and there is a clear and obvious winner; the DEIR alignment of San Vincente - Fairfax. Any other option is just pandering to vocal, misinformed residents who have repeatedly tried to delay this project. Do not delay this project, do not give in to cowardly, selfish NIMBYs, help to build a rail network that Los Angeles can be proud of.

Bay Grabowski
Proud Los Angeles native

From: baldomero estrada [redacted]
Sent: Saturday, March 21, 2026 8:28:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment — K Line Northern Extension Alignment Vote 3/26

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Baldomero Estrada and I am an LA County resident, taxpayer, and Metro rider. I rely on the Metro bus system to access medical care in Van Nuys. A well connected, properly funded transit grid is not abstract to me — it is how I get to my doctor.

As someone who contributes to Measures R and M and depends on this system, I urge the board to approve the K Line Northern Extension hybrid alignment without further delay. The science on tunneling impacts has been thoroughly studied and is clear — there are zero detectable effects on surface structures. Further delays do not serve riders. They serve a small group of constituents acting on misinformation.

West Hollywood has committed extraordinary local funding to accelerate this project. Turning that down would be a failure of leadership and a betrayal of the thousands of Angelenos who depend on a connected, functional transit grid.

The people who need this system most cannot afford to wait until 2041. Delay is not a compromise. Delay is a decision to abandon the future of this city.

Please vote yes on Thursday.

Respectfully,
Baldomero Estrada
Sun Valley, CA

From: Violet Carne [redacted]
Sent: Saturday, March 21, 2026 8:27:19 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Violet Carne
[redacted]

From: Charles MacConochie [redacted]
Sent: Monday, March 23, 2026 9:30:43 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Charles MacConochie
West Hollywood (santa monica/fairfax)

From: Ben Wendel <[redacted]>
Sent: Saturday, March 21, 2026 8:23:34 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the LA Metro Board,

I am writing as a long-time Metro rider and Los Angeles resident to strongly urge you to move forward, without further delay, on the K Line Northern Extension.

LA is in the midst of largest growth of any transit system in the country, and the K Line would provide a crucial North-South connection allowing movement on the west of the city without going through Downtown. This is a transformational piece of the system.

My own life reflects the need for this line. I have lived in West Hollywood, worked near The Grove, commuted to Westwood and Downtown, and regularly traveled to destinations like the Hollywood Bowl, Fairfax District, and Wilshire corridor museums. I now live in Studio City and rely on the B Line daily to cross the hills. I, and thousands of riders like me, will use this extension constantly. I will use this line!

The K Line would connect to four major rail lines and six of the highest ridership bus lines in LA County, improving access to jobs, services, and regional destinations. Once built, this would be the busiest light rail line in the country, and connect the region to key destinations like The Grove, Farmers Market, the Beverly Center, Cedars Sinai, nearly all of West Hollywood, and the Hollywood Bowl! This would create a huge demand in ridership! We want this!

Meanwhile, the concerns driving continued delays are not supported by the evidence. Do not delay the crucial project that would affect the lives of hundred of thousands of riders over the unfounded concerns of a few dozen residents. We know their homes wont be affected. After more than 18 months of study and over $2 million in analysis, Metro has already demonstrated that the tunneling at depths of 80–120 feet will not impact surface properties. Cities around the world, and here in Los Angeles, routinely construct infrastructure at these depths safely and successfully.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Stop delaying this crucial project! Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Delaying this project further risks increasing costs, reducing rider experience, and undermining public confidence in Metro’s ability to deliver critical infrastructure.

We are ready for this line. Please move forward.

Best,
Ben Wendel
[redacted]

From: Steven J. Stanton [redacted]
Sent: Saturday, March 21, 2026 8:22:12 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Steven Stanton
[redacted]

From: Daniel Hochberg [redacted]>
Sent: Monday, March 23, 2026 9:38:37 PM
To: Board Clerk <BoardClerk@metro.net>
[redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

From: J Eastwood [redacted]
Sent: Saturday, March 21, 2026 8:19:00 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension -San Vicente route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm voicing my support for the San Vicente option to the K Line Northern Extension. With West Hollywood being one of the most densely populated parts of the city and with so many residents choosing to forgo cars, it's a part of the city that should not be underserved by Metro.

From: Greg Dina [redacted]
Sent: Saturday, March 21, 2026 8:19:08 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Greg Dina
[redacted]

From: Chasen Daniels [redacted]>
Sent: Monday, March 23, 2026 9:41:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Chasen Daniels
[redacted]

From: Evan Edmiston <[redacted]
Sent: Saturday, March 21, 2026 8:06:16 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Evan Edmiston
[redacted]

From: Maggie Aronson [redacted]>
Sent: Monday, March 23, 2026 9:39:53 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Maggie Aronson
[redacted]

From: Michael Webster [redacted]
Sent: Saturday, March 21, 2026 8:06:00 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Please approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's safe - we've done this before! And the board should take advantage of West Hollywood sharing the cost - a rare opportunity.

Connecting to Cedars-Sinai one of the areas biggest employment centers, The Grove, and the Hollywood Bowl, it will do *wonders* for the system.

NO MORE DELAYS OR STUDYS. The need is desperate. Approve the K Line Northern Ext

San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Michael Webster
[redacted]

From: Garrick Jensen [redacted]
Sent: Saturday, March 21, 2026 8:02:27 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Garrick
[redacted]

From: NonnyDLP [redacted]
Sent: Monday, March 23, 2026 9:43:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for k line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

The city of Los Angeles is long overdue for a robust public transportation system. I am writing to indicate my strong support for the K line extension.

Sincerely

Anna M de la Pena
[redacted]

From: [redacted]
Sent: Saturday, March 21, 2026 8:01:21 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jasmine Suggs
[redacted]

--
Secured with Tuta Mail:
https://tuta.com/free-email

From: Jordi Lima [redacted]
Sent: Monday, March 23, 2026 9:50:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment for March 26th Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

It is unbelievable that such a tiny group of people have the ability to cripple critical infrastructure that will serve thousands daily. Additionally, this rail project would move the public transit available in Los Angeles to that of less and equally developed cities across the world. Everywhere in the world where there has been tunneling for subway systems, there have existed structures and homes above said projects. Across the world, NO impact from tunneling ~100 ft underground can be felt ESPECIALLY in comparison to everyday street level traffic (WE ARE DOING THIS RIGHT NOW WITH THE D LINE ANYWAYS).

The original plan prior to the project delay in October 2024 should be the only option going forward. There has been enough delays which showed no impact to the residents and any other proposed path will cost tax payers 100s of millions of dollars in addition to countless of collective hours lost for commuters.

I despise how you all do not work for the people. Do better.

From: Michael Schneider [redacted]
Sent: Saturday, March 21, 2026 7:36:01 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: tim.sandoval@pomonaca.gov <tim.sandoval@pomonaca.gov>
Subject: (EXTERNAL) Item 7 / No more delays, approve the San Vicente-Fairfax alignment!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello everyone,

We already delayed approval of the LPA on the K Line Northern Extension by 18 months and spent $2.3M to prove definitively that there are no impacts to homes above ground when tunneling.

Metro knows how to tunnel safely under homes and has been doing so for decades!

The simple truth is that a tunnel 100 feet below ground does not impact the homes for communities on the surface, it's simply invisible.

We cannot further delay this project any longer and risk West Hollywood's 25% contribution, an amazing feat for such a small city.

I ask that you stop playing politics and APPROVE the San Vicente-Fairfax alignment. And since there are no impacts to tunneling, I ask that you switch back to the original DEIR alignment, which is $165M cheaper and saves transit riders nearly 30 seconds per trip, every day, in perpetuity.

Let's start making decisions in the best interest of our transit system, and stop bowing to NIMBYism.

Thank you,
Michael Schneider
[redacted]

From: Auguste Miller [redacted]
Sent: Monday, March 23, 2026 10:10:10 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and extended stakeholders,

« Despite there being no impact, Metro modified the alignment through Mid City at a cost of $165M and adding nearly 30 seconds of travel time to go up Crenshaw to reduce tunneling under homes. »
—
That 30 seconds per trip sounds bad already, but then you realize that results in 100,000 hours per year of transit riders time that is lost forever— Time that could be spent with family, working, etc.

Plus, due to the 350' longer walk to the platforms from the station entrance at Crenshaw/Adams required by the alignment change, it also adds ~2 minutes each way for every rider that uses

the station. The ridership estimate for that station is 2,200 riders/day, so you can add another ~25,000 hours per year of lost time.

All-in-all a total of ~125,000 hours per year of transit riders time wasted (people who skew lower income overall) just to appease a few wealthy homeowners (who are not even appeased).

As such:

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

From: Michael Schneider <[redacted]
Sent: Saturday, March 21, 2026 7:25:59 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Item 7 / No more delays, approve the San Vicente-Fairfax alignment!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello everyone,

We already delayed approval of the LPA on the K Line Northern Extension by 18 months and spent $2.3M to prove definitively that there are no impacts to homes above ground when tunneling.

Metro knows how to tunnel safely under homes and has been doing so for decades!

The simple truth is that a tunnel 100 feet below ground does not impact the homes for communities on the surface, it's simply invisible.

We cannot further delay this project any longer and risk West Hollywood's 25% contribution, an amazing feat for such a small city.

I ask that you stop playing politics and APPROVE the San Vicente-Fairfax alignment. And since there are no impacts to tunneling, I ask that you switch back to the original DEIR alignment, which is $165M cheaper and saves transit riders nearly 30 seconds per trip, every day, in perpetuity.

Let's start making decisions in the best interest of our transit system, and stop bowing to NIMBYism.

Thank you,
Michael Schneider
[redacted]

From: Wendy Wang [redacted]
Sent: Monday, March 23, 2026 10:26:44 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Wendy Wang

From: Colin Warn [redacted]>
Sent: Saturday, March 21, 2026 6:54:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve Consent Calendar Item 9

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

I support the approval of Consent Calendar Item 9 for the CEO to award Contract AE130368000 for Program Management Services for the K-Line to Torrance Project. This is a long awaited transit need to the South Bay.

Best,
Colin Warn
[redacted]

From: Auguste Miller [redacted]>
Sent: Monday, March 23, 2026 10:42:25 PM
To: Board Clerk <BoardClerk@metro.net>; [redacted]
Subject: (EXTERNAL) Re: Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

K Line modifications forced on Metro:
To be clear you are willing to WASTE hundreds of thousands of hours EVERY YEAR of people's (transit riders) time by moving the station slightly off its preferred path, causing a 30 second delay, in order to appease 20 people who are not even serious in their concerns in the first place.

Insanity.

That 30 seconds per trip sounds bad already, but then you realize that results in 100,000 hours per year of transit riders time that is lost forever— Time that could be spent with family, working, etc.

Plus, due to the 350’ longer walk to the platforms from the station entrance at Crenshaw/Adams required by the alignment change, it also adds ~2 minutes each way for every rider that uses the station. The ridership estimate for that station is 2,200 riders/day, so you can add another ~25,000 hours per year of lost time.

All-in-all a total of ~125,000 hours per year of transit riders time wasted (people who skew lower income overall) just to appease a few wealthy homeowners (who are not even appeased).

Do the right thing. Be **public servants**. Approve the initial design. Tunnels are built with no impact on the surface every day. There is a greater good here.
Stop acting like a small suburban town and stop treating the public / transit riders like second class citizen, bearing the brunt and wasting their time going forward… for the sake of? Whom?!

History will judge.

Sent from my iPhone

On Mar 22, 2026, at 13:31, Auguste Miller [redacted] wrote:

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo’s

Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input *[I recommend watching Nandert's latest video on YouTube or any social media platform at your earliest convenience*] and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Auguste Miller
[redacted]

From: Aisha Holden <[redacted]>
Sent: Saturday, March 21, 2026 12:49:22 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Aisha Holden
Los Angeles// Palms



Aisha Renee Holden (She/Her)

Digital Storyteller ♦ Actor ♦ Producer

https://www.aishaholden.com/

"The world of reality has limits; the world of imagination is boundless"

From: Lily Fugita [redacted]
Sent: Friday, March 20, 2026 7:01:15 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

Personally, I would use the Metro much more often with this expansion as I travel to these areas frequently by car when I would much rather take the Metro. I also can see that these spots are great for tourists who want an easy way to get around our beautiful city.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Lily Fugita
Resident of Culver City

From: Michael Hopson [redacted]
Sent: Friday, March 20, 2026 4:02:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Metro Board and Project Team,

Hello, I am a local Angeleno writing to strongly urge you to vote yes on the K Line Northern Extension.

This project is critical for improving connectivity in some of the densest and most active parts of our city, including West Hollywood and surrounding communities. Expanding rail access will make it easier for residents to move between neighborhoods, access jobs, and stay connected without relying on cars.

As someone who lives in Los Angeles, I have personally witnessed the dangers of our car-dependent infrastructure. I have seen multiple car accidents in my community, and I also live with asthma, which is made worse by car and gas pollution. Expanding public transit is not just about convenience—it is about public health, safety, and environmental justice.

The K Line Northern Extension represents an opportunity to create a more affordable, accessible, and sustainable transportation system. Reliable public transit reduces transportation costs for working people while also decreasing traffic congestion and harmful emissions.

I urge you to prioritize this investment in our city's future and vote yes on the K Line Northern Extension.

Thank you for your time and consideration.

Best,
Michael

From: Selene Betancourt [redacted]>
Sent: Tuesday, March 24, 2026 12:13:08 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Selene Betancourt
[redacted]

From: Kyle McNally [redacted]>
Sent: Friday, March 20, 2026 3:18:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support: Metro K-Line North SV-Fairfax Route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, I am writing in support of the K-Line Northern Extension San Vicente-Fairfax Route to The Grove, Cedars and West Hollywood at next Thursday's Metro Board Meeting.

I am a long-time West Hollywood resident and would prefer to take Metro to LAX or the beach or downtown LA, avoiding the notoriously bad LA vehicular traffic, but am currently only serviced by congested bus lines that are not separated from regular car traffic. If LA truly wants to be a 21st century city, it needs to get the subterranean K-line into the most touristed, traveled, work-dense places in Central LA as soon as possible.

Unfortunately, I am HIGHLY concerned with the Metro Planning & Programming Committee's recent kowtowing to completely fabricated Lafayette Square Homeowner Association fearmongering, voting the route out of committee without an endorsement. As Beverly Hills High School discovered with the D-Line litigation, Lafayette Square's concerns about tunneling are unwarranted, threaten to increase the budget and trip-length of the K-Line, and I believe the full Metro Board should ignore these scared millionaire homeowners for the greater good of the public.

Thank you,

Kyle McNally
[redacted]

From: Shelby Staub [redacted]>
Sent: Friday, March 20, 2026 3:03:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Regular Board Meeting 3/25 (Item #7)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing this comment in support of the LPA of the K-Line North extension. METRO has done studies confirming the lives of the NIMBYS of Lafayette Square would not be affected by the tunneling that would take place during Section 1 of this line, also proven by the D-Line extension we are currently building, which will generate immediate ridership for the agency.

Connection to 3 different rail lines through one of the densest parts of LA County will only bring the organization more riders and more opportunities for growth. Nightlife goers in WeHo could take Metro home and make the roads safer at night, patients at Cedars can take Metro to get to-from doctor's appointments, people living in West & Central LA can take the train directly to LAX with only 1 transfer. The opportunities that this will create outweigh the nonsense of people who are so scared of foot traffic that they public roads.

Why let fear win, when opportunity rises above all?

From: Gomez Martinez, Jonathan <[redacted]
Sent: Friday, March 20, 2026 11:33:49 AM
To: Customer Relations <CustomerRelations@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Security Officers declined to intervene in hostile situation

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Afternoon,

I am writing to you to express my disappointment, bordering on disgust.

Today, at approximately 11:00AM, the B/D train was pulling in from Westlake into the 7th Street Metro station. Along the way, a tall (6+ft) black man was threatening to beat a young shorter (~5`6) Hispanic male. The Hispanic male attempted to create distance and a woman with children attempted to intervene. I got off the train to report the situation to metro ambassadors. They congregated and said they filed a report.

A few minutes later, after the assailant threatened to kill at least 2 other passengers, Metro Security Officers Sanchez (badge 60560) and Cortez (badge 60564) walked past the assailant and proceeded to shelter on the other side of the stairs.

After several more minutes, another passenger approached them to inform them of the situation. They claimed to know the assailant to be a repeat offender. However, rather than offering support, they took the next train out of the station. This suggests to me that their actions were willfully negligent.

If we are to make for a safe transit system, I believe that it is unacceptable to allow threats of violence and murder to persist. I find it disgusting that Metro Security would prioritize their own comfort over the safety of passengers. I also felt ashamed of the system as a whole for allowing this situation to persist.

Please demonstrate that this was an anomaly and not standard operating procedure by taking appropriate action. My (now traumatized) guests and I will be impatiently awaiting an update.

Sincerely,
Jonathan Gomez Martinez
Assistant Professor

From: Hailey Buck [redacted]
Sent: Friday, March 20, 2026 11:28:33 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood and personally I will enjoy it the most.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Hailey
Hollywood/LA

From: Jason Willardson [redacted]
Sent: Friday, March 20, 2026 9:20:01 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment – Agenda item #7 – FOR | K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk and Members of the LA Metro Board of Directors,

I am writing in support of Agenda item #7 regarding the K Line extension. Please record my position as: FOR.

I am a Mid-City resident who lives near the area where concerns about tunneling have been most vocal, and I want to make clear: those concerns do not represent our neighborhood. There are many of us here who are not worried about tunneling and who are eager for a fast, reliable, and modern public transportation option in our community.

I am troubled that a small but loud group of opponents has been able to dominate the conversation on this project. The opposition's claims about vibrations, noise, and structural damage to buildings above the tunnel are not supported by evidence — and more importantly, they are contradicted by Metro's own studies and presentations. Metro's analysis has shown that perceived vibration and noise impacts are negligible, and that the risk of damage to structures above the alignment is not a credible concern.

The voices opposing this project represent a fraction of the community. The K Line extension would benefit hundreds of thousands of people — residents, workers, and visitors who deserve better transit connectivity. It is time for the Board to move this project forward.

Thank you for the opportunity to comment. I urge the Board to vote FOR Agenda item #7.

Sincerely,

Jason Willardson
[redacted]

From: Katheryne KTEE Thomas [redacted]
Sent: Thursday, March 19, 2026 9:39:42 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Katheryne KTEE Thomas
West Hollywood Resident & Business Owner

From: Austin Hao [redacted]
Sent: Tuesday, March 24, 2026 2:43:29 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Please approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. The metro is a more space efficient method of transportation, meaning there will be less traffic, and faster travel time to get to these destinations, which will increase metro's reputation.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Austin Hao
[redacted]

From: Ethan Kahn [redacted]
Sent: Thursday, March 19, 2026 8:47:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Item #7 on the March 26th agenda

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am a Los Angeles resident and a daily user of the LA Metro system, and I am writing in strong support for Item #7 on the March 26th agenda. Our system has made great improvements in recent years, but one of its flaws remains limited geographic coverage, especially with rail lines that provide efficient, affordable, and green transportation that is competitive with driving. The K line North Extension along the San Vicente-Fairfax Alignment, which has the LA Metro staff recommendation and the support of West Hollywood, is crucial to making Los Angeles' transit system more effective. This extension has a projected daily ridership of nearly 60,000 people, and would provide critical north-south connections for the West Side. It would link LAX to the two major east-west rail lines in West LA, serve one of the densest neighborhoods in the country, provide access to cultural and entertainment venues, decrease traffic congestion and air pollution, and increase economic growth. It is my understanding that some Mid-City communities are opposed to this extension because of tunneling under their properties, but this concern is completely unfounded. LA Metro has reported that, since tunneling would occur 80 to 120 feet below the properties, there would be no perceptible noise or vibration, no damage to buildings, no effect on oil or mineral rights, no effect on easements, and no decrease in property values. This complaint is ungrounded in fact, and it should not be allowed to derail a critical infrastructure project that will provide over 20 million rides a year.

Sincerely,
Ethan Kahn

From: Evan Manning <[redacted]
Sent: Thursday, March 19, 2026 7:53:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support For Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing to voice my full support for Item #7 at next week's board meeting - the K Line northern extension alignment. As someone who regularly commutes from East Hollywood to the Leimert Park area for work, I can tell you that this is a rail line that was needed yesterday.

It is therefore unfortunate that it appears this project is at risk because of baseless and unfounded concerns about tunneling by residents in Lafayette Square. It's my understanding that Metro's own staff produced a report last year outlining and explaining their safe tunneling methods. At this point, they have also completed by my count 3 major tunneling projects without incident or complaints about vibrations from construction or trains.

It's unbelievable that a major city like Los Angeles would be willing to allow baseless complaints from a comparatively small and loud minority to threaten and / or delay the construction of a critical piece of infrastructure that would benefit the entire region. It smacks of the kind of shortsighted decision making that prevented the city from completing the Wilshire subway line in the 90's. Your own trains now run beneath Walt Disney Concert Hall, so if it's good enough for the LA Phil, it should be good enough for Lafayette Square.

Please don't repeat the same mistakes again - if you do, we'll be debating this again 30 or 40 years from now instead of enjoying a fast, underground alternative to the gridlock on San Vicente and Fairfax. Approve the K Line hybrid alignment so that this line can become a reality in our lifetimes.

Respectfully,

Evan Manning

From: Robert Contreras <[redacted]
Sent: Tuesday, March 24, 2026 5:51:20 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Robert Contreras
[redacted]

From: Zachary Mogel <[redacted]
Sent: Thursday, March 19, 2026 6:54:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item number 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi! I'm just writing to say I support the extension of the K line

FOR #7

From: Amelia Wong <a[redacted]
Sent: Tuesday, March 24, 2026 7:05:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support Item 7 / K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Planning and Programming Committee,

I'm a native Angeleno, but spent 12 years in Washington, DC, where I didn't need a car because I could ride the extensive rail and bus system. It was amazing to have an affordable, safe, and easy way to get around the city and region. Since moving home to LA in 2015, I've tried to ride the bus and train as much as possible but often it's too inconvenient to get me where I am going.

This is why I enthusiastically support staff's recommendation for the K Line Northern Extension San Vicente-Fairfax route, and encourage you to approve it! Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. Please approve this item so we can move this project forward.

Thank you, Amelia Wong, Venice

From: Henry Chip Gnoza <[redacted]>
Sent: Thursday, March 19, 2026 5:55:19 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

As a resident, transit advocate, and intentionally car-free resident of DTLA, I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Henry Gnoza
DTLA/South Park Resident

From: Tomas Newsom [redacted]
Sent: Thursday, March 19, 2026 5:42:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) West Hollywood k line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,
Yes, please choose West Hollywood k line extension through the heart of WeHo.

Thank you,

Tomas Newsom

From: Lynne Daniels <[redacted]>
Sent: Tuesday, March 24, 2026 7:15:34 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Lynne Daniels
[redacted]

Sent from my iPhone

From: Heather Johnson [redacted]
Sent: Thursday, March 19, 2026 4:03:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR AGENDA ITEM #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I live at Adams and Crenshaw and own a home. I desperately want the K Line Extension north to happen.

My son currently attends Queen Anne Elementary and will likely attend John Burroughs Middle School some day. We commute by bus or by bike.

Extending the K Line north would be life changing.

More people need to commute by rail, bus, bike and we can't keep putting these desperately needed improvements off.

Have some vision!

Thank you!

"Timshel"

"Make every word tell."

From: Pratik Shah <[redacted]>
Sent: Tuesday, March 24, 2026 7:35:00 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment: K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

I voted for Measure M. I did my part. Now do your job!

I have to commute from DTLA to Burbank with no real transit option.

On weekends I'd love to take the train to see friends for a beach day on the Westside or catch a show in Hollywood.

Instead, I have to drive or uber because this city's rail network still has gaping holes that Measure M was supposed to fill. The K Line Northern Extension would start closing those gaps.

I've lived in Taipei and London. I know what good transit does for a city. It changes everything.
LA has the money, the voter mandate, and the technical plan.
What it lacks is the political courage to stand up to NIMBYs.

Prove me wrong on Thursday.
Vote yes.

Pratik Suketu
Downtown Los Angeles Resident

From: Kenya Dog <[redacted]
Sent: Thursday, March 19, 2026 3:54:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extention North

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

FOR Item Number 7. (Hybrid Alignment) Please consider a Cut & Cover method of digging, as per Nick Andert

-Thank You

From: Jonathan Chue [redacted]
Sent: Thursday, March 19, 2026 3:42:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support Item 7 / K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Planning and Programming Committee,

I enthusiastically support staff's recommendation for the K Line Northern Extension San Vicente-Fairfax route, and encourage you to approve it!

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Please approve this item so we can move this project forward.

Thank you,
Jonathan Chue
[redacted]

From: [redacted]
Sent: Thursday, March 19, 2026 3:28:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Chase Cohen
[redacted]

From: Craig Lyn [redacted]
Sent: Thursday, March 19, 2026 3:26:45 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Craig
Los Angeles

From: Alicen Bartle <[redacted]
Sent: Thursday, March 19, 2026 1:06:40 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente–Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente–Fairfax alignment would serve the greatest number of residents, businesses, regional destinations, and job centers across Central Los Angeles and West Hollywood.

This route best meets the needs of our communities by expanding transit access to new areas in Mid City, West Hollywood, and Hollywood, while strengthening connections between Metro equity-focused communities and key regional destinations. It would provide improved access to major employers, schools, healthcare facilities, and cultural institutions, as well as seamless connections to four Metro rail lines. As someone who works for the City of West Hollywood, I would personally benefit from the improved transportation connectivity this route would provide, making it easier and more reliable to access jobs and regional destinations.

The San Vicente–Fairfax route has garnered overwhelming public support and is projected to attract nearly 100,000 daily riders, delivering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. Notably, the nine proposed K Line North stations along this alignment would be within walking distance of three times as many jobs and six times as many residents compared to the La Brea alternative.

In addition, this route would significantly expand access to major cultural and economic destinations, including LACMA, Museum Row, the Miracle Mile, The Grove, the Original Farmers Market, CBS Television City, the Beverly Center, West Hollywood's Rainbow District, and the Pacific Design Center. It is also the only alignment that improves proximity to critical healthcare services, including Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Alicen Bartle
Employee at the City of West Hollywood.

From: Reed Hazen <[redacted]
Sent: Tuesday, March 24, 2026 7:36:21 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I would like to let you know that I **wholeheartedly support** the K Line North Extension, I especially like the route that goes through Weho more. **Please do not let Karen Bass play politics and set back our city for a generation**. This will be the most ridden transit line that we have, if built! We need this! Please, please move forward with the approval of the correct K Line North Extension. I would like the Hollywood Bowl station as well.

Thank you,
Reed Hazen
[redacted]

From: Avery Segal <[redacted]
Sent: Thursday, March 19, 2026 12:03:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please approve the K line extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

For next Thursday, every single one of you needs to review these slides from LA Metro on why tunneling under historical sites is not a concern.
https://www.metro.net/documents/2025/10/kne_oct_tunnel_ppt_251004.pdf/

Please come to the meeting educated and prepared to approve the K line extension as planned. Our children and grandchildren will be grateful you have the courage to approve it.

Thank you,
Avery Segal
[redacted]

From: Wade Eck <[redacted]>
Sent: Thursday, March 19, 2026 11:02:15 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Formal Opposition to LPA Option 2 – La Fayette Square

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Unfortunately I had a typo. This is being forwarded to boardclerk@metro.net

---------- Forwarded message ---------
From: **Wade Eck** [redacted]
Date: Thu, Mar 19, 2026, 12:17 AM
Subject: Re: Formal Opposition to LPA Option 2 – La Fayette Square
To: <klinenorth@metro.net>, <boardclerk@meteo.net>

Dear Metro Board Members,

Metro's own project documents show that it does not treat every property above a tunnel the same. It uses different vibration and groundborne noise criteria depending on how "sensitive" a building or space is considered. In the Regional Connector documents, Walt Disney Concert Hall's most sensitive spaces were treated as "special buildings" with far stricter limits, including 65 VdB for groundborne vibration and 25 dBA for groundborne noise in the main auditorium and other performance spaces used for recording. By contrast, a residential property in the same project area, Hikari Lofts, was treated under Category 2 Residential criteria with less stringent limits of 72 VdB, 75 VdB, or 80 VdB depending on frequency of events, and 35 dBA, 38 dBA, or 43 dBA for groundborne noise. That difference matters because it shows Metro has a framework for deciding who gets stronger protection and who does not.

Metro also did not rely on ordinary tunneling methods beneath Disney Hall. Its own consultants found potential noise impacts there and recommended specialized mitigation. The records state that Metro developed a special criteria methodology for Disney Hall's performance spaces, some of which were used for recording, after additional testing for nearby Colburn School. Metro's specifications then required floating slab trackbed for Walt Disney Concert Hall and required verification testing inside the Main Auditorium and Choral Hall to confirm that the mitigation actually worked. Metro also required that the design used for Colburn and Disney Hall follow whichever was the most stringent requirement over the relevant section of track. In plain English, Disney Hall was not protected by routine residential level standards. It received

enhanced engineering, enhanced criteria, and enhanced verification because Metro recognized that ordinary measures were not enough.

That is why Metro's repeated public line that it "tunneled under Disney Hall" is so misleading. The statement is technically true, but it leaves out the most important fact: Disney Hall was not treated like an ordinary property. Metro's own studies identified potential operational and construction related groundborne noise impacts there, and the solution was not simply to tunnel deeper and hope for the best. The solution was to apply stricter sensitivity standards and spend more on mitigation such as floating slab trackbed, resilient fasteners, and testing tied to actual performance spaces. When Metro cites Disney Hall as reassurance for La Fayette Square without also disclosing that Disney received special treatment, it creates the false impression that all tunneling situations are comparable. They are not. Disney Hall proves the opposite. It proves Metro knows some sites require more protection, and it knows how to provide it when it chooses to do so.

La Fayette Square should make it clear this is not about rejecting science. It is about demanding that Metro apply its own science honestly and consistently. If Metro believes historic, aging homes in La Fayette Square can safely be treated under an ordinary residential rubric, then it should say exactly why. And if Metro wants to use Disney Hall as a shield against criticism, then it should also be forced to admit that Disney Hall received a higher sensitivity classification, stricter performance thresholds, and stronger noise and vibration mitigation than ordinary residential properties. Anything less is not transparency. It is selective storytelling.

Respectfully,

Wade Eck

On Wed, Mar 18, 2026 at 6:28 PM Wade Eck [redacted] > wrote:
Dear Metro Board Members,

Unfortunately my call was not taken today and I was unable to share my concerns.

West Hollywood representatives tried to portray La Fayette Square homeowners as just being "anxious" or "anti science." **It is about unequal burden and unequal loss.**

West Hollywood is just 1.9 square miles, yet their residents have at least **eight major grocery options within city limits**: two Ralphs locations (9040 Beverly and 1233 N La Brea), two Trader Joe's locations (8611 and 7310 Santa Monica), Gelson's (8330 Santa Monica), Whole Foods (7871 Santa Monica), Pavilions (8969 Santa Monica) and Bristol Farms (9039 Beverly). They also have **multiple pharmacy options** in West Hollywood, including CVS Pharmacy, Walgreens Specialty Pharmacy, West Knoll Pharmacy, Capitol Drugs, APLA Health Pharmacy, Curson Pharmacy, Fairfax Pharmacy, Spaulding Pharmacy, plus pharmacy services at Ralphs and Pavilions.

So let’s be clear about what is actually being asked of our community. West Hollywood supporters have every right to want expanded subway access. But they do not get to dismiss La Fayette Square residents as irrational simply because we are defending our neighborhood. Our community is being asked to absorb the loss of our immediate area’s **only full service grocery store**, with bakery, deli, butcher, and full produce, as well as our **only nearby drug store**, so that a community with far more existing choices can gain even more convenience and access. That is not equity. That is not fairness. And it should not be brushed aside as “anxiety.”

If Metro wants to talk about justice, then it needs to explain why a historic neighborhood with fewer essential resources is being asked to lose even more, while a much better served community demands more and calls us unreasonable for objecting.

Respectfully,

Wade Eck

From: Jack Galanty [redacted]
Sent: Thursday, March 19, 2026 10:38:02 AM
To: [redacted]>; Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT SAN VICENTE-FAIRFAX K LINE NORTHERN EXTENSION- NO ISSUES WITH TUNNELING FOR THIS PROJECT!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

For next Thursday, every single one of you needs to review these slides from LA Metro on why tunneling under historical sites is not a concern.

THIS IS METRO'S DOCUMENT (read it!):
https://www.metro.net/documents/2025/10/kne_oct _tunnel_ppt_251004.pdf/

The fact we gave any oxygen to this misinformation that is so easily verifiably wrong today is incredibly shameful. I do not see how we can cast any sort of judgement on the politicians running our country in DC right now when we give airtime to this crap.

I did some research on the VdB scale used to measure vibration, and it is a 20log scale, meaning steps of 10 VdB correspond to a 3x change in vibration amplitude.

According to the report, since the minimum is 60 VdB for human perception and Metro estimates the rail tunnels would produce 49-52 VdB at the surface, that corresponds to a little over 3 TIMES LESS powerful vibration than necessary for human perception.

THREE TIMES LESS VIBRATION than necessary to even be perceived. And 316 TIMES LESS VIBRATION THAN NECESSARY TO DAMAGE BUILDINGS.

Do your homework and come prepared to shoot down these tunneling concerns at the next Thursday's Metro Board Meeting!!!

Sincerely,
Jack Galanty

Head of Technical Production and Visuals, Festival Lead

Culver City PRIDE

Head of Technical Productions & Visual Design
Venice Canals Association

JSG Design

Window Displays, Scenic Design,
& Immersive Events

JSG Design.xyz

Sent from my Google Pixel 8 Pro

From: Luke Elderkin [redacted]
Sent: Thursday, March 19, 2026 10:22:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR AGENDA #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board members,

The K Line Northern Extension has already been studied extensively. Further postponement only drives up costs (remember the Hawthorne Alignment?) and keeps potential riders car-dependent, filling our air with carbon and our oceans with microplastics.

It is deeply frustrating to see progress jeopardized by a small group of rich homeowners raising bad-faith fears about well-established, safe tunneling practices. Metro's own technical analysis makes clear that the tunneling will not impact surface properties. Giving these unappeasable NIMBYs veto power over vital regional infrastructure in deeply undemocratic.

Los Angeles cannot continue to postpone projects that benefit millions. The Board has a responsibility to lead, not to yield to obstructionists.

Approve the staff-recommended alignment and move this project forward. Los Angeles needs more transit *now*, not years from now.

Sincerely,
Luke Elderkin
[redacted]

From: Eric Loew [redacted]
Sent: Thursday, March 19, 2026 9:29:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda #7 For K Line Extension Locally Preferred Alternative

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am a resident of LA county and a frequent rider of Metro. The K line extension north would greatly benefit myself and countless others who live in and visit Los Angeles.

I live in the south bay (Torrance) and having a faster and more direct way to get to K-town, West Hollywood, the Hollywood Bowl, and all the other great places the K line north locally preferred alternative would allow access to, without sitting in traffic for hours, would be a game changer for the entire city. It would provide businesses with more customers, ease traffic, help alleviate pollution, boost tourism, among so many other benefits. The C/K line extension south opening promptly would also benefit myself and others greatly but that is another item.

I hope the Metro voting committee is not swayed by a small percentage of residents from Lafayette Square who are worried about potential vibrations from construction and operation. Metro has proven through its other projects and studies that tunneling at depths of 80-120 ft below these structures has no effect on historic buildings, residences, businesses, new or future construction. It is below the threshold of human perception according to Metro studies for this project.

Please do not let this project get bogged down by complaints from a small minority that are not based in reality. I would really love to see this project and others in the Metro pipeline complete within my lifetime so I can travel this great city more easily and efficiently.

Thank you for your time,
Eric Loew

From: Weng Lok Chan <[redacted]>
Sent: Thursday, March 19, 2026 8:27:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) POSITIONS ON ITEM #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro,

I am FOR the extension of the K line, and you all must try your very best to fight back against those who oppose it. You all should also re-consider the alignment change of the south extension, and put it back to the Hybrid alignment, which will be both way cheaper and serve Torrance transit cente

From: Marc Perkel [redacted]
Sent: Thursday, March 19, 2026 7:59:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) For KNE

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

For K Line Northern Extension (KNE)

I'm in support of the line through West Hollywood. Would support me living very close in Hollywood in 90046.

Thank you!

Marc J. Perkel, PsyD
[redacted]

From: Colin Warn <s[redacted]>
Sent: Thursday, March 19, 2026 7:19:31 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Do Your Homework And Read These Slides On Why LA Metro Tunneling Is Not A Concern

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

For next Thursday, every single one of you needs these slides from LA Metro on why tunneling under historical sites is not a concern.

https://www.metro.net/documents/2025/10/kne_oct_tunnel_ppt_251004.pdf/

The fact we gave any oxygen to this misinformation that is so easily verifiably wrong today is incredibly shameful. I do not see how we can cast any sort of judgement on the politicians running our country in DC right now when we give airtime to this crap.

Do your homework and come prepared to shoot down these tunneling concerns at the next meeting.

Colin

From: [redacted]>
Sent: Thursday, March 19, 2026 6:49:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Item #7 For

I support the current staff recommendation for the Metro K Line Northern Extension.

From: Andrew H <[redacted]>
Sent: Wednesday, March 18, 2026 11:25:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) GENERAL COMMENT AGENDA #7: FOR K North Extension LPA Approval

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

GENERAL COMMENT AGENDA #7: FOR K North Extension (KNE) LPA Approval

Dear LA Metro Board,

I implore you to approve the K North Extension LPA with the Hollywood Bowl station. Do not listen to unfounded and ridiculous claims about "vibrations" and "subsidence". Studies have shown again and again that projects that deep underground do not affect houses on the surface. There is no scientific basis to those concerns. Moreover, the route for the LPA already takes into account public comments and runs almost entirely underneath streets instead of homes. We have appeased nonsensical concerns enough. This project is too important to LA to have it undermined by foolishness.

- The KNE LPA has the highest projected ridership among all alternatives.
- It has three times more jobs located in walking distance compared to the La Brea route.
- It has six times more residents located in walking distance compared to the La Brea route.
- And including a stop for the Hollywood Bowl would further increase ridership on the metro system.

Increasing metro ridership, by choosing the highest ridership alternatives like the LPA, should be our goal. These high ridership choices cascade into many positive outcomes:

- It decreases fossil fuel emissions, improving the health of our communities, reducing healthcare costs, and making our lives more affordable
- It reduces traffic, giving us savings on auto repair costs, auto insurance, and gas costs
- It decreases traffic accidents, further reducing healthcare costs, and saving lives

Please choose to improve communities and save lives today by approving the K North LPA with a Hollywood Bowl terminus station.

Thank you,

From: [redacted]>
Sent: Wednesday, March 18, 2026 8:36:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR K North San Vicente Hybrid Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Chase Cohen and I live in Koreatown. I'm looking forward to the K line north connecting the D line to the E as well as LAX. You need to support the K line north San Vicente alignment. It's insane to think that you would vote against such an important backbone of our future rail system. Do not bend to the NIMBYs. Science has proven that tunneling is very safe. You must vote to support K line north San Vicente hybrid alignment next week.

Best,
Chase Cohen
[redacted]

From: Geoff Tock [redacted]
Sent: Wednesday, March 18, 2026 6:51:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K LINE extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please do not give in to NIMBYs!!! Choose the San Vicente route!!! Do not be ridiculous!

From: Andrew H[redacted]
Sent: Thursday, March 19, 2026 12:11:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) GENERAL COMMENT AGENDA #7: FOR K North Extension LPA Approval Part 2

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

GENERAL COMMENT AGENDA #7: FOR K North Extension (KNE) LPA Approval

LA Metro Board,

Due to unfounded and ridiculous claims about "vibrations" and "subsidence" regarding the KNE LPA tunneling, it's worth quoting LA Metro's own "K Line Northern Extension" presentation.

"Additional Analysis on Tunnel Safety & Property Concerns"

- "Modern tunneling construction techniques are safe with pre-construction studies, use of advanced tunnel boring machines, mitigations and monitoring."
- "Tunnels are proposed at depths of 40 to 120 feet below the surface in project area, and ~80 to 120 feet below Mid-City."
- "At these depths, noise and vibration are estimated to be below threshold of damage to structures and human perception."
- "Metro has successfully tunneled in similar ground conditions (e.g. gases, high groundwater) and depths with settlement below thresholds for damage to buildings above tunnels."
- "Tunnel easements would not affect"
    - "Property and structures above"
    - "Ability to remodel/develop property"
    - "Historic designation or zoning"
    - "Underground oil and mineral rights"
    - "Property values"

So there we have it. Concerned homeowners can breathe a sigh of relief! **They cannot perceive the noise and vibrations. Their homes will not be damaged.** And the city will be better off with better transit. Now please improve this city by approving the KNE LPA with a Hollywood Bowl terminus station.

Thank you,
Andrew

From: Brian Handy [redacted]
Sent: Wednesday, March 18, 2026 5:47:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Long term hope, K-line North extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Board Clerk,

Thanks for reading all these.

I'm at peace with Weho funding and population density being major boosters to rail going places people are and want to be. That's great.

I'm at Universal and I love connecting to "The grid" of rail. Today I'm on K headed to Douglas, and changing my South Bay trips from three lines to two will be great… but when my only options to go south are west through WeHo or east through downtown, the 7-10min delays or additions feel a bit ridiculous. And these are hours if not years of my life for my weekly commute and routines.

Nobody deserves these kinds of odd side winding paths. "But this is the best option today" - true, but also damning decades from now for future generations.

My request is small, but important as we begin construction. I'm not fighting WeHo any more, but I do want accommodations for my children someday (if I'm so lucky) when they try to improve our rail further.

We always circle back to requests for a Santa Monica or sunset line east/west, and requests for a la Brea or La Cienega line north/south.

!!! Above all, please build the stations on these lines in a way that makes it possible to build future rail with transfers and connections here, or extension stubs in the stations, punch out track walls etc, so that someone in 2065 or 2075 can vote on TBM construction for lines that we need long term to make LA a viable rail city instead of just a car city and the mythical "one transfer grid" solution.

Vermont brt, Lincoln BRT, ESFV LRT, Pasadena BRT, g line, b line, d line, e line, c line, k line, j line, and a line are all clearly getting closer to a future where everything south of 101/134, east of the Pacific, north of c line (or the Pacific if K really does extend south), and west of Union Station is connected by a grid of metro stations such that no where

other than the hills within those four walls is more than 2mi (a 1hr walk or 20min last mile ride) from a metro rail or BRT line. The freeway grid of the 60's divided our mega city and country into the most incredible urban sprawl of neighborhoods, each with their own downtown instead of a classic city layout. "The grid" is the only long term solution to metro rail in LA.

So please build K North friendly to this idea, instead of a 7 min detour for folks passing through mid city North/South for forever, so our kids' kids don't have to spend a trillion to allow a third of SFV <-> LA North/South commuters to go directly (physically) to their single transfer point.

Thank you,
Brian

From: Sara Dabbs [redacted]
Sent: Tuesday, March 24, 2026 7:56:32 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the K Line San Vicente Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I live in Los Angeles by the border with West Hollywood and I am emailing to express my support for the K Line San Vicente Extension. This extension would be transformative and the add numerous key connections for residents to jobs, amenities, and healthcare. In 2007, I was fortunate enough to live off the red line and work off the red line. It was wonderful to be able to take the subway to and from work each day. I then moved to Boston and NYC and rode the subway daily for 10 years. I've met so many Angelenos who ride the subway when they're in other cities like NY or SF, but have never taken it in LA. The system doesn't currently connect enough neighborhoods, so driving remains more convenient. I returned to LA in 2017 and have not lived or worked off a subway line since my return. My kids love taking the bus and subway, so we take them sometimes for the adventure, but it doesn't fit into our daily lives. We wish it did. My husband has a bumper sticker on his car that says "I'd rather be riding public transit".

If we're going to spend this kind of money, let's make the connections that will create a transit system people can ride daily. I know completion would be decades off, but I want this for my kids, for future generations, and for myself when I am no longer able to drive. We appreciate the Board's leadership and vision.

Please vote to approve the K Line San Vicente Extension.

Thank you,

Sara

From: Rachel "Rae" Wiederhoeft [redacted]
Sent: Tuesday, March 24, 2026 8:44:07 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Issue Support K LINE EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

I am writing to emphasize my support for the K line extension as presented to the board recently. I am a resident of Mid-City who frequents WeHo and the Bowl. This line would be LIFE CHANGING. Please do not let a handful of fearful homeowners bulldoze an entire city's infrastructure and progress towards a better future.

Thank you!
Rachel

--
Rachel "Rae" Wiederhoeft
(they/she)

[redacted]

From: R Ellis [redacted]
Sent: Tuesday, March 24, 2026 8:58:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support the k line extension.

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please listen to the overwhelming majority of people who know that this is a game changer and absolutely necessary to move forward immediately.
Sent from my iPhone

From: Matt Clendenin [redacted]
Sent: Tuesday, March 24, 2026 9:40:46 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I've lived in LA for 25+ years, 16 of them in 90046. I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route. In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center. I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. Thank you for considering public input on this important decision.

Sincerely,

Matt Clendenin
[redacted]

From: Maria Olsen [redacted]>
Sent: Tuesday, March 24, 2026 9:57:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26/26 Board Meeting Public Comment FOR Item #7 without Amendment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

Item #7
Position: FOR

I am writing in support of the approval of the San Vicente-Fairfax alignment as the Locally Preferred Alternative for the K Line Northern Extension.

Please approve this item as recommended by staff, without amendment.

The San Vicente-Fairfax route serves the most riders, connects to the most jobs, and has the strongest local funding commitments of any alternative. Metro staff spent $2.3 million in additional analysis and modified the alignment specifically to address tunneling concerns from Mid-City residents. The technical evidence is clear: deep-bore tunnels at 80-120 feet produce no measurable impact on surface properties.

I am troubled that private meetings between a small group of homeowners and the Mayor appear to be carrying more weight than the extensive public process that generated 1,300+ comments and years of technical study. Infrastructure decisions that affect millions of transit riders should not be driven by the concerns of a few dozen property owners, especially when those concerns have already been thoroughly studied and addressed.

Measure M voters funded this project to serve the public good. Please honor that mandate.

Sincerely,

Maria Olsen

From: Isabella Casas [redacted]
Sent: Tuesday, March 24, 2026 10:37:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, my name is Isabella and I am a resident of Burbank. I'm writing about the Metro Board meeting this Thursday, Mar 26. I'm writing to add my SUPPORT for the staff recommendation for the K Line Northern Extension and firmly OPPOSE any further delays. It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to ADVANCE THE PROJECT without delay. Thank you!

From: Westley Garcia-Encines [redacted]
Sent: Tuesday, March 24, 2026 10:47:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro K Line Northern Extension Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

As a daily user of Metro, I urge you to approve the staff recommendation of the LPA San Vicente Alignment for the northern extension. Riders need a grid system sooner rather than later in order to improve our daily experience, and delays that center the unfounded fears of tunneling under Lafayette Square should be ignored in favor of the deep analysis already conducted by Metro staff. Trust the Metro team and their diligent work.

Do the right thing for the thousands of Metro users and vote to approve the LPA San Vicente Alignment.

Thank you,

From: Isabella Casas [redacted]
Sent: Tuesday, March 24, 2026 10:37:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, my name is Isabella and I am a resident of Burbank. I'm writing about the Metro Board meeting this Thursday, Mar 26. I'm writing to add my SUPPORT for the staff recommendation for the K Line Northern Extension and firmly OPPOSE any further delays. It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to ADVANCE THE PROJECT without delay. Thank you!

From: Kim Silverstein [redacted]
Sent: Tuesday, March 24, 2026 11:24:26 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Kim Silverstein
Mid-City/La Fayette Square

Kim Silverstein - she/her

[redacted]

From: Hillary Layer [redacted]
Sent: Tuesday, March 24, 2026 11:03:54 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment FOR K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,

I am unable to attend the Thursday Metro board meeting so I am writing to share my support of the K Line North extension through West Hollywood (San Vicente route). I am FOR item #7.

As a West Hollywood resident, this section of the city needs rail connection. Connecting Cedars to the rest of the LA region via rail would be a game changer for workers getting there car-free. Commuting through the Cedars area at rush hour is a nightmare and this could help alleviate some of that pain by getting some commuting cars off the road. Additionally, as someone that worked in case management at Cedars for several years, a huge issue with patient appointment attendance is transportation. Patients didn't have reliable transportation and often scoffed at taking the bus because of how long it can take. A train to Cedars that connects to several other lines would have a positive impact on patients access to health care appointments. You'd be shaving so much time off of people's public transportation travel by building rail. I know that people are upset that they would be boring a tunnel under their "historically preserved" homes but as someone who lived above the D Line extension on Wilshire and La Brea (literally on Wilshire and Cloverdale) as it was being tunneled, they will be fine. The benefits to a large number of commuters and patients FAR outweighs the negative impact of a few homeowners. Do not let this extension fail; it is vital to the cities of West Hollywood and Los Angeles, and to the county of Los Angeles!

Thank you,
hillary layer
[redacted]

From: Felisitas Stella [redacted]
Sent: Tuesday, March 24, 2026 11:30:28 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) K Line North Extension LPA - Item # 2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Felisitas Stella and I am a long-term resident of Mid City, Los Angeles. I'm reaching out to urge all board members to support the staff recommendation for the K Line Northern Extension and firmly oppose any further delays. It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to advance the project without delay. Thank you.

--
Warmly,
Stella (She/They)
[redacted]

From: T Stump [redacted]
Sent: Tuesday, March 24, 2026 11:32:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) In support of the new train...

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

...the sooner the better!! Pleaase do what's best for the masses instead of the few and vote YES on this new train!

My Very Best as a 30+ year CA resident!

Tonja Stump

From: Scott Morchower [redacted]
Sent: Tuesday, March 24, 2026 11:33:39 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Scott Morchower
Culver City

Sent from my iPhone

From: Robert Berlin-Williams [redacted]
Sent: Tuesday, March 24, 2026 11:34:06 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Robert Berlin-Williams
Former Weho resident now living in Elysian Valley

From: Anita [redacted]
Sent: Tuesday, March 24, 2026 11:45:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support FOR K line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm writing to express my support FOR the K Line Northern Extension and firmly reject any further delays. It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to ADVANCE THE PROJECT without delay.

Thank you.

--
Anita Epler Crotty (she/her)
Highland Park, CA
[redacted]

From: Auguste Miller [redacted]
Sent: Tuesday, March 24, 2026 11:49:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) K Line: TREAT US WITH RESPECT - value the actual community's time & taxes - pass preferred alignment with no deviation and no more delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board & non-politician experts - Please find below why you must approve the original Metro recommended K Line alignment with no deviations and no more delays:

« Despite there being no impact, Metro modified the alignment through Mid City at a cost of $165M and adding nearly 30 seconds of travel time to go up Crenshaw to reduce tunneling under homes.»

—

That 30 seconds per trip sounds bad already, but then you realize that **results in 100,000 hours per year of transit riders time that is lost forever** — Time that could be spent with family, working, etc. Plus, due to the 350' longer walk to the platforms from the station entrance at Crenshaw/Adams required by the alignment change, it also adds ~2 minutes each way for every rider that uses the station. The

ridership estimate for that station is 2,200 riders/day, so you can add another ~25,000 hours per year of lost time.

All-in-all a total of ~125,000 hours per year of transit riders time wasted (people who skew lower income overall) just to appease a few wealthy homeowners (who are not even appeased).

And then there is the added $150m cost. Unbelievable.

Act now!
August Miller
[redacted]

From: Minna Ho [redacted]
Sent: Tuesday, March 24, 2026 11:50:26 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles. The Fairfax route best serves the needs of our communities by serving new areas in Mid City and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the Fairfax route is selected, much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Minna Ho
Los Angeles resident

From: Ivy Silverstein [redacted]
Sent: Tuesday, March 24, 2026 11:53:48 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Ivy Silverstein
La Fayette Square, Midcity

From: Dave Snyder <[redacted]
Sent: Tuesday, March 24, 2026 11:55:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Question about public comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I want to make a public comment on an item *not* on the agenda at Thursday's meeting. I understand there is time for that at the end of the meeting. Can you tell me what I should expect in terms of the amount of time I will be allotted to speak? I know it will be short.

Thank you for your help.

- Dave

[redacted]

From: [redacted]
Sent: Tuesday, March 24, 2026 12:14:33 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Jonathan Burns
[redacted]

Sent from my iPhone

From: Auguste Miller [redacted]>
Sent: Tuesday, March 24, 2026 12:18:58 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve K Line with no physical deviations that add cost and added time to rider trips for rest of history! No to Cresnshaw/Adams location!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

Do not listen to 22 NIMBY homeowners... WHO WILL ACTUALLY BENEFIT FROM HAVING THE SUBWAY THERE! Their arguments are so bad faith it is almost laughable, if it weren't so sad and selfish.
Please watch the Nandert video that everyone has access to online.

Alignment change is no good: do not go with the longer and more expensive Cresnshaw/Adams location. Stick with original expert-driven non-politician planned location!

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Auguste Miller
Venice

From: Sean Tai <[redacted]>
Sent: Tuesday, March 24, 2026 12:21:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Sean Tai
[redacted]

From: Brandon Ryan Crawford [redacted]
Sent: Tuesday, March 24, 2026 12:22:51 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,

Brandon Crawford (he/him)
[redacted]

From: Cynthia Rose <[redacted]
Sent: Tuesday, March 24, 2026 12:23:34 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board

Please find our letter attached in support of the San Vicente-Fairfax Route for the K Line Extension.

--
Cynthia Rose
Director
Santa Monica Spoke
SMSpoke.org

I acknowledge with respect and gratitude the Tongva, Kizh, and Chumash Peoples on whose traditional territory I live and work.

From: Joshua Hinson <[redacted]
Sent: Tuesday, March 24, 2026 12:26:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K LINE EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please vote YES on the K Line extension on March 26. We do need any delays with mass transit in Los Angeles

--
Joshua Hinson
[redacted]

From: Shawn Zahedi [redacted]
Sent: Tuesday, March 24, 2026 12:24:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,

Shawn Zahedi

West Hollywood, CA

From: Erin English [redacted]
Sent: Tuesday, March 24, 2026 12:27:33 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Erin English
Los Feliz resident

From: Randy Liu [redacted]
Sent: Tuesday, March 24, 2026 12:29:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Randy Liu
[redacted]

From: Benjamin Hillman [redacted]>
Sent: Tuesday, March 24, 2026 12:29:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Approve the LPA alignment. Jackie Dupont-Walker has been illegally colluding to stall this project.

Approve the LPA so you can avoid the huge legal battle you'll get yourselves into.

From: George Faerber III [redacted]
Sent: Tuesday, March 24, 2026 12:31:16 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
George P Faerber III
[redacted]

From: Spencer Hall [redacted]
Sent: Tuesday, March 24, 2026 12:32:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern -

Kindly, approve the K Line Northern Extension San Vicente-Fairfax alignment! We've been waiting long enough and another study for a made up reason is absurd.

It is clear that there are a handful of residents who are seeking more studies in bad faith, with the goal of delaying in perpetuity. There are no impacts to their homes or daily lives if Metro is tunneling 100+ feet below ground, which they know since Metro has done this safely many times before.

West Hollywood is handing out a HUGE help with their ownership of a quarter of costs. Take

them up on it now because I’m sure the offer won’t be there forever.

This is a massive piece of the puzzle for the Metro system. We need this corridor built to make the whole thing more useful.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Spencer Hall
[redacted]

Sent from my iPhone

From: Spencer Hall [redacted]
Sent: Tuesday, March 24, 2026 12:32:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern -

Kindly, approve the K Line Northern Extension San Vicente-Fairfax alignment! We've been waiting long enough and another study for a made up reason is absurd.

It is clear that there are a handful of residents who are seeking more studies in bad faith, with the goal of delaying in perpetuity. There are no impacts to their homes or daily lives if Metro is tunneling 100+ feet below ground, which they know since Metro has done this safely many times before.

West Hollywood is handing out a HUGE help with their ownership of a quarter of costs. Take

them up on it now because I’m sure the offer won’t be there forever.

This is a massive piece of the puzzle for the Metro system. We need this corridor built to make the whole thing more useful.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Spencer Hall
[redacted]

Sent from my iPhone

From: Edwin Aguilar [redacted]
Sent: Tuesday, March 24, 2026 12:37:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line - Vote Yes

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

As a metro rider, I believe that having metro reach new places creates a more unified and accessible city.

Please vote yes on the k line extension this Thursday as to not delay the needed progress LA public transit and its riders deserve

Best regards,

Edwin Aguilar

From: Lucas Almeida [redacted]
Sent: Tuesday, March 24, 2026 12:44:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done

safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

From: Jon Kolbeck [redacted]
Sent: Tuesday, March 24, 2026 12:55:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing to Voice my support for the San Vincente – Fairfax option for the K Line Northern extension. I am a 19 year resident of West Hollywood and a public transit supporter. I firmly believe this route would be strongly supported by the residence of West Hollywood, and serve as a great economic engine for the entire region. I hope that the board selects this option at the upcoming meeting.

Thank you,
Jon Kolbeck
West Hollywood, CA

From: Jessica Kinnahan Foley [redacted]
Sent: Tuesday, March 24, 2026 12:55:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,
I strongly support the proposed K Line Northern Extension and applaud the Board's efforts to bring more rail transit options to Los Angeles and the surrounding communities. This vital link will provide an important option to connect downtown with other neighborhoods and enable workers to commute without the burden of driving. Please support this important project.
Regards,
Jessica Kinnahan Foley

From: Audrey Diehl <[redacted]
Sent: Tuesday, March 24, 2026 1:02 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES on K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please vote yes on the K Line Northern Extension using the current locally preferred option. Do not delay its approval or add any motionals that would further delay the project. We urgently need more and better public transit in Los Angeles, and this line will bring traffic relief in a part of the city that desperately needs it. Let's get it approved now!

Thank you,
Audrey Diehl
[redacted]

From: Bruins for Better Transit [redacted]
Sent: Tuesday, March 24, 2026 1:04:58 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) FOR Agenda Item 7, Metro Regular Board Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

FOR Agenda Item 7

RE: K Line Northern Extension

Dear Metro Board Members,

I am submitting a comment on behalf of Bruins for Better Transit, the transit advocacy organization that represents undergraduate students at UCLA. We are members of the Undergraduate Students Association Council at UCLA, which represents 33,000+ students.

We are writing to express our strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. This route will best serve the needs of UCLA students and connect more regional destinations and job centers in Central Los Angeles and West Hollywood.

Every day, students travel along the proposed corridor to get to and from class, family, employment, and recreation. A fast, reliable, consistent transit option will massively increase ridership and reduce dependency on vehicles. The costs of transportation — both time and money — are among the biggest burdens students face every day. Given the imminent opening of the Metro D Line Extension in Westwood, it would be prudent to select an alternative that meets the immense needs of the student body and maximizes the existing investments Metro is making.

We urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. As with the Sepulveda Transit Corridor, we continue to urge Metro to examine innovative funding and construction strategies to deliver this project faster and at a lower cost.

We recognize that certain communities have expressed concerns about tunneling. They have the right to express their opinions. But this decision needs to be grounded in facts.

Metro staff and engineers have extensively analyzed the impacts of deep-bore tunneling. The fact is that tunnels can be bored today with no perceptible impacts on homes, businesses, and communities. This is not theoretical. Here in Westwood, homeowners expressed similar concerns about tunneling for the D Line, yet Metro received no substantiated complaints because of tunneling during construction.

Some homeowners were surprised by how well Metro minimized impacts from tunneling. (video, 1:46:37 - 1:47:43)

Are we going to ignore not only the scientific findings of your staff, but also the lived experiences of homeowners who experienced no impacts from other Metro tunneling projects?

Requesting an "independent third party" to assess these claims directly undermines the important, factual work your staff has done. Science is science. **Metro's study is peer-reviewed**, meaning it has **already been verified by an independent third party.** Another party will not find a different result from your scientists and engineers. It will only delay the final alternative selection of this project and hobble the County's ability to propose an EIFD for Section 1 of the project. Just because the motion claims this will not delay this project does not actually mean this will not add delays. Adding costs and increasing travel times will increase construction time and degrade the experience of using the line.

What is too often ignored in decisions around transit is that there are real and measurable costs to the absence of reliable, frequent mass transit in our communities. How much does it cost all of us

to sit in traffic, or to rely on rideshare options because we don't have the transit we need? How much economic activity has been lost while we wait?

The more we delay, the more this project will cost, and the longer communities will continue to suffer from inadequate transit. Concerns about traffic and affordability are real and immediate. Concerns about tunneling, on balance against extensive technical analysis and real-world experience, are not.

If homeowners remain unsatisfied with the Crenshaw Blvd alignment, the Board must consider returning to the original DEIR alignment, which will save Metro $165 million.

There are serious concerns around conflicts of interest behind any motion to further modify this project. We represent 33,000 undergraduate students at UCLA, and we will seriously fight to make sure that this decision is made fairly without unlawful interference. There are implications for this decision beyond the K Line. Students will not take this decision lying down. In this election year, we will be watching each board member's vote carefully.

Winston
Co-Director, Bruins for Better Transit
Co-Director, Transportation Equity and Access, USAC Facilities Commission

Bruins for Better Transit



The home of UCLA transit advocacy and the Universal Access Transit Pass (U-Pass). Est. 2023.

[redacted]

From: michelle [redacted]
Sent: Tuesday, March 24, 2026 1:06:22 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Michelle Lewis
[redacted]

From: Sara Johnson [redacted]
Sent: Tuesday, March 24, 2026 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment - Agenda Item #7 - Position: FOR

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K Line Northern Extension):

Position: FOR

1. Project Support: I strongly support the San Vicente-Fairfax alignment. This K Line Northern Extension is a critical infrastructure necessity for regional transit equity and must be prioritized immediately.
2. Expedite the Timeline: I urge the Board to eliminate all delays and accelerate the project schedule. Postponing this alignment fails our regional climate and accessibility targets; it must be operational as soon as possible.
3. Implement Proven Air Quality Standards: The Board must mandate that all new procurement and existing rail match or exceed the same technology and specifications that SF-BART has successfully installed and proven across 100% of its fleet for over the last 5+ years:

    - Filtration: Upgrade to MERV-14 (95% capture of 0.3-micron viral particles) to replace Metro's current MERV-8/13 baseline.
    - Air Turnover: Achieve 50 Air Changes per Hour (ACH), which is a full cabin refresh every 70 seconds, and 10x the CDC recommendation of 5 ACH and double Metro's current 2–4 minute cycle.
    - The Mix: Guarantee high-volume 4,300 CFM airflow with a constant 25% fresh outdoor air intake.
    - Sanitation: Move from "pilots" to full UV-C integration in all HVAC units for automated, continuous air and surface disinfection.

Do not settle for less than the standard already set by our northern neighbors. Our riders deserve the same level of safety and air quality that has been standard in San Francisco for years.

Sincerely,

Sara Johnson

[redacted]

From: Winston Li [redacted]
Sent: Tuesday, March 24, 2026 1:11:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Agenda Item 7, Metro Regular Board Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

FOR Agenda Item 7

RE: K Line Northern Extension

Dear Metro Board Members,

I am submitting a comment on behalf of Bruins for Better Transit, the transit advocacy organization that represents undergraduate students at UCLA. We are members of the Undergraduate Students Association Council at UCLA, which represents 33,000+ students.

We are writing to express our strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. This route will best serve the needs of UCLA students and connect more regional destinations and job centers in Central Los Angeles and West Hollywood.

Every day, students travel along the proposed corridor to get to and from class, family, employment, and recreation. A fast, reliable, consistent transit option will massively increase ridership and reduce dependency on vehicles. The costs of transportation — both time and money — are among the biggest burdens students face every day. Given the imminent opening of the Metro D Line Extension in Westwood, it would be prudent to select an alternative that meets the immense needs of the student body and maximizes the existing investments Metro is making.

We urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. As with the Sepulveda Transit Corridor, we continue to urge Metro to examine innovative funding and construction strategies to deliver this project faster and at a lower cost.

We recognize that certain communities have expressed concerns about tunneling. They have the right to express their opinions. But this decision needs to be grounded in facts.

Metro staff and engineers have extensively analyzed the impacts of deep-bore tunneling. The fact is that tunnels can be bored today with no perceptible impacts on homes, businesses, and communities. This is not theoretical. Here in Westwood, homeowners expressed similar concerns

about tunneling for the D Line, yet Metro received no substantiated complaints because of tunneling during construction.

Some homeowners were surprised by how well Metro minimized impacts from tunneling. (video, 1:46:37 - 1:47:43)

Are we going to ignore not only the scientific findings of your staff, but also the lived experiences of homeowners who experienced no impacts from other Metro tunneling projects?

Requesting an "independent third party" to assess these claims directly undermines the important, factual work your staff has done. Science is science. **Metro's study is peer-reviewed**, meaning it has **already been verified by an independent third party.** Another party will not find a different result from your scientists and engineers. It will only delay the final alternative selection of this project and hobble the County's ability to propose an EIFD for Section 1 of the project. Just because the motion claims this will not delay this project does not actually mean this will not add delays. Adding costs and increasing travel times will increase construction time and degrade the experience of using the line.

What is too often ignored in decisions around transit is that there are real and measurable costs to the absence of reliable, frequent mass transit in our communities. How much does it cost all of us to sit in traffic, or to rely on rideshare options because we don't have the transit we need? How much economic activity has been lost while we wait?

The more we delay, the more this project will cost, and the longer communities will continue to suffer from inadequate transit. Concerns about traffic and affordability are real and immediate. Concerns about tunneling, on balance against extensive technical analysis and real-world experience, are not.

If homeowners remain unsatisfied with the Crenshaw Blvd alignment, the Board must consider returning to the original DEIR alignment, which will save Metro $165 million.

Winston
Co-Director, Bruins for Better Transit
Co-Director, Transportation Equity and Access, USAC Facilities Commission

From: [redacted]>
Sent: Tuesday, March 24, 2026 1:12:13 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Usman Sohail
[redacted]

From: Jean B [redacted]
Sent: Tuesday, March 24, 2026 1:15:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K LINE EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am a 40-year resident of Los Angeles, a homeowner (near the Cahuenga Pass), a taxpayer, and a voter. I support this extension through Mid City, WeHo, and to the Bowl. It is so badly needed. This is one of the most traffic-clogged sections of the city. Please count me in as a supporter.

Sincerely,

Jean T. Barrett

From: Dustin Hoffman [redacted]
Sent: Tuesday, March 24, 2026 1:19:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension comments

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

As a West Hollywood resident, I need to express my support for the San Vicente-Fairfax alignment of the K Line Northern Extension. It provides the best access to some of the densest neighborhoods and jobs, while connecting multiple east/west running lines. It would be incredibly additive for transit in Los Angeles.

Thank you.

Dustin Hoffman

FOUNDER | PRESIDENT

[redacted]

[redacted]

From: Tony Da Silva [redacted]
Sent: Tuesday, March 24, 2026 1:28:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) PUBLIC COMMENT: Support for K Line Northern Extension (March 26 Board Meeting)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Please submit this email as written public comment for the upcoming Board of Directors meeting on March 26, 2026.

I am writing to express my strong support for the K Line Northern Extension and to urge the Board to vote in favor of selecting the San Vicente-Fairfax alternative.

This project is crucial for connecting our communities, improving access to jobs and housing, and providing a viable transit alternative to the 405 freeway. The San Vicente-Fairfax route offers the highest ridership potential and directly serves dense residential and employment areas that need this infrastructure most.

It is time to move past delays and finish the line. I urge the Board to approve this extension and move it into the next phase of planning and design.

Thank you for your time and consideration.

Sincerely,
Tony Da Silva
Hollywood
[redacted]

Sent from my iPhone

From: Karen S. Canady [redacted]
Sent: Tuesday, March 24, 2026 1:29:54 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. This route will be a game-changer by creating connectivity where it is desperately needed and will benefit the entire Los Angeles community.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center. It will also give these communities a valuable transit route to LAX.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Karen Canady
Country Club Park
Los Angeles

From: Cordelia Arterian <[redacted]
Sent: Tuesday, March 24, 2026 1:36:17 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Cordelia Arterian
[redacted]

From: erin stam [redacted]
Sent: Tuesday, March 24, 2026 1:36:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension - Los Angeles

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello. My name is Erin Stam and I live in Los Angeles, [redacted] I support the K Line Northern Extension and believe this should be fast tracked to help to ease traffic and create more usable public transportation in the center of the city.

Thank you.

Kind regards,

Erin Stam

From: Kosinski, William D. [redacted]
Sent: Tuesday, March 24, 2026 1:44:10 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) APPROVE ITEM 7 (K Line Northern Extension) WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Approve the K Line Northern Extension San Vicente-Fairfax alignment!

This will be the busiest light rail line in the country. This line is the missing link between the B Line and E Line and will have exponential positive effects across Metro's system. West Hollywood is amazingly willing to contribute 25% of the project cost.

PLEASE DO NOT FURTHER DELAY OR STUDY THIS PROJECT; ACCEPT THE STAFF RECOMMENDATION FOR THE SAN VICENTE-FAIRFAX ALIGNMENT.

Thank you,

William Kosinski

From: Addy D [redacted]
Sent: Tuesday, March 24, 2026 1:44:38 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Please approve Item 7!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I'm writing to ask that you approve the K Line Northern Extension San Vicente-Fairfax alignment.

I've lived in Los Angeles for almost a decade, always within the metro deadzone. Hollywood, Mid City, West Hollywood. With the cost of gas rising exponentially with no end in sight, we desperately need alternative transit options. Not to mention the other costs and physical dangers of driving cars, and the impact on community building in car centric cities. It's embarrassing at this point that Los Angeles continues to have an underdeveloped public transit system, as one of the largest cities in the nation, and we have a real opportunity now to change

that and positively impact future generations! Please don’t lose sight of that in the face of short term annoyance. This is the type of legacy I hope and wish you are focusing on. Its impact would be monumental, forever changing our beautiful city for the better.

Some facts from Streets For All:

There are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Your community members are asking for NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Addy Davies
[redacted]

From: Oladele Bamisile [redacted]
Sent: Tuesday, March 24, 2026 1:45:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) VOTE YES!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board. As an Angeleno, I want to stress it is imperative that you vote YES, on the K Line Extension North. This is a very consequential line that will transform Los Angeles. The city we need is in our grasp, so do the right thing to push development of our city. Please don't let conflicts of interest hinder Los Angeles! Vote Yes!

Concerned Angeleno

From: Stephen King [redacted]
Sent: Tuesday, March 24, 2026 1:46:08 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

Sent from my iPhone

From: Morgan Lovejoy [redacted]
Sent: Tuesday, March 24, 2026 1:47:06 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Morgan Lovejoy
[redacted]

From: Brad Foley [redacted]
Sent: Tuesday, March 24, 2026 1:48:33 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Brad Foley
[redacted]

From: Sidney Silverstein [redacted]
Sent: Tuesday, March 24, 2026 1:48:48 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members, I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route. In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center. I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. Thank you for considering public input on this important decision.

Sincerely,
Sidney Silverstein
LaFayette Square

From: JY <[redacted]
Sent: Tuesday, March 24, 2026 1:49:24 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Jason Ybarbo
Leimert Park Resident

From: Marlene Grossman [redacted]
Sent: Tuesday, March 24, 2026 1:51:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Attention: Metro Board Members

Please approve the San Vicente/Fairfax transit extension of the Metro K line to West Hollywood, Hollywood and eventually to the Hollywood Bowl. It will provide great benefit to a maximum number of people accessing the ever expanding Cedars-Sinai hospital complex and so many other important destinations along the way including our cultural treasure,the Hollywood Bowl.

Thank you for your consideration and support,
Marlene Grossman
[redacted]

From: Simon Sherry-Wood <[redacted]
Sent: Tuesday, March 24, 2026 1:51:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Vote

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

I'm writing in regards to the vote of the K Line Metro development. Please VOTE YES on this and stop any more delays.
As an Angeleno we deserve adequate public transport throughout popular areas like West Hollywood. This will benefit many many people.

Sincerely,

Simon Sherry-Wood

From: Jay Taylor <[redacted]>
Sent: Tuesday, March 24, 2026 1:52:25 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Jaime Taylor
West Hollywood

From: Karen Mack [redacted]
Sent: Tuesday, March 24, 2026 1:55:00 PM
To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: Info@whamrail.com <Info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,

Karen Mack
Los Angeles

From: Benjamin Peabody [redacted]
Sent: Tuesday, March 24, 2026 1:55:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Accelerate the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I cannot attend the community meeting this Thursday, but wanted to share my concern about the potential delays for the K Line Nothern Extension. This will be a transformational transit project running through my neighborhood, connecting fellow neighborhoods, building economic opportunity, advancing climate goals, reducing congestion, and making this city beautiful. My neighbors and I will benefit directly from it, we all support it, but many of us cannot have our voices heard because we work during the board meeting hours. Please don't let this historic advancement get derailed by baseless claims from a few homeowners.

Please, please, please do not delay this project. A year+ ago I attended a meeting at Pan Pacifc Park where the completion date was estimated for 2047, which is heartbreaking as is. Our transit system has excellent East-West connections that need a North-South spine. Please be a hero in our city's history and advance the K Line Extension with as much urgency as is possible.

Los Angeles with the K Line Extension will be transformational and all of us will LOVE to see it!!

Thank you for your consideration. I'm happy to provide more feedback / answer questions / pursue other avenues to share my opinion.

All the best,
Ben
--
[redacted]

[redacted]

From: Pierre Follari [redacted]
Sent: Tuesday, March 24, 2026 1:57:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line West Hollywood Externsion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro
We urge you to delay the decision on which option through West Hollywood until we as residents have a clearer understanding of the costs involved for each route option.
If you are to make a decision on March 26th, then we hope you decide on the cheapest route as we do not believe West Hollywood really needs 3 subway stations.
Sincerely
Pierre Follari
Louise Petosa
[redacted]

From: Alex Barnhart [redacted]
Sent: Tuesday, March 24, 2026 2:00:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Alex Barnhart
[redacted]

From: Steven Collard [redacted]
Sent: Tuesday, March 24, 2026 2:01:36 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for The K Line San Vicente-Fairfax Rout March 26th 2026 Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I'm writing to express my support for the proposed K Line Northern Extension (specifically the San Vicente-Fairfax rout) while also raising concerns about transparency and public trust in the decision-making process; particularly regarding the City of Los Angeles segment.

I strongly support the expansion of the Los Angeles Metro K Line. Extending high-quality transit through West Hollywood and into Hollywood is a generational investment that will improve mobility, reduce congestion, and support long-term sustainability goals for our region.

At the same time, I'm concerned about the perception of undue influence in the alignment decision process, specifically as it relates to the role of a specific member's conflict of interest in this matter. We need to stop unnecessary studies for tunneling selection perpetuated by NIMBY opposition and pick the Draft EIR (Option 1) path. The science is clear, please believe your own studies on perceived vibrations from underground tunneling and approve this expansion now. Speaking as a resident of West Hollywood, we are eager and excited to see this project completed.

Thank you for your time,

Steven Collard

West Hollywood

From: Anton Berge-Wells [redacted]
Sent: Tuesday, March 24, 2026 2:02:00 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Anton Berge-Wells
[redacted]

From: Julian Coronado [redacted]
Sent: Tuesday, March 24, 2026 2:04:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) HEY! Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment! 

It's become apparent that no amount of community meetings or studies will convince a

handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to cover 25% of the project cost, something this board should not take for granted!

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Julian Coronado
[redacted]

From: Sky Winley [redacted]
Sent: Tuesday, March 24, 2026 2:04:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Extension Delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am a disabled constituent and rely heavily on the metro for transportation in the city. The metro K line extension would allow residents like me to move with a greater level of autonomy throughout the city. All Los Angeles citizens deserve the freedom and convenience that a more robust transit system can provide.

Please vote yes this Thursday to keep, the plans for the extensionovimg forward without delay. I implore you to show others like myself the city supports and champions all of it's residents regardless of economic status or background.

All the best,
Sky

From: Nick Tipple <[redacted]
Sent: Tuesday, March 24, 2026 2:11:36 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES on K Line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

I am a resident of the Los Angeles area writing to urge the Metro Board to vote YES on the K Line northern extension this Thursday.

LA's public transit system has long struggled with infrequent service, poor connectivity, and infrastructure that simply hasn't kept pace with the needs of our region. Too many Angelenos are left without reliable options, forced to depend on cars in a city already overwhelmed by traffic and congestion. This is exactly why investments like the K Line northern extension matter.

Expanding the K Line is a step toward building the robust, connected transit network that LA desperately needs. It would bring more communities into the fold, reduce car dependency, and signal a real commitment to a more sustainable and equitable city.

LA's transit challenges didn't develop overnight, and they won't be solved without bold action. I urge the Board to vote yes this Thursday and help move our city in the right direction.

Thank you for passing along my comments to the Board of Directors.

Sincerely,
Nicholas tipple
[redacted]

From: Benjamin Peabody [redacted]
Sent: Tuesday, March 24, 2026 2:12:33 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Benjamin Peabody
Hollywood Hills

From: Nicholas Tipple [redacted]
Sent: Tuesday, March 24, 2026 2:13:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) VOTE YES ON K LINE EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

I am a resident of the Los Angeles area writing to urge the Metro Board to vote YES on the K Line northern extension this Thursday.

LA's public transit system has long struggled with infrequent service, poor connectivity, and infrastructure that simply hasn't kept pace with the needs of our region. Too many Angelenos are left without reliable options, forced to depend on cars in a city already overwhelmed by traffic and congestion. This is exactly why investments like the K Line northern extension matter.

Expanding the K Line is a step toward building the robust, connected transit network that LA desperately needs. It would bring more communities into the fold, reduce car dependency, and signal a real commitment to a more sustainable and equitable city.

LA's transit challenges didn't develop overnight, and they won't be solved without bold action. I urge the Board to vote yes this Thursday and help move our city in the right direction.

Thank you for passing along my comments to the Board of Directors.

Sincerely,
Nicholas tipple
[redacted]

From: Ray Duran [redacted]
Sent: Tuesday, March 24, 2026 2:17:00 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Ray Duran
[redacted]

From: Nadia [redacted]
Sent: Tuesday, March 24, 2026 2:18:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT K-Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing in support of the K-Line Northern Extension San Vicente-Fairfax Route to The Grove, Cedars and West Hollywood at next Thursday's Metro Board Meeting.

I am a long-time Los Angeles resident (15 years) but lived in Tokyo before then. In Tokyo, you go everywhere on train or bus, and I have been thrilled to see LA getting closer to that world. If LA truly wants to be a 21st century city, it needs to get the subterranean K-line into the most traveled and work-dense places in Central LA as soon as possible.

Unfortunately, I am VERY concerned with the Metro Planning & Programming Committee's recent bowing to Lafayette Square Homeowner Association fearmongering, voting the route out of committee without an endorsement. As Beverly Hills High School discovered with the D-Line litigation, Lafayette Square's concerns about tunneling are unwarranted, threaten to increase the budget and trip-length of the K-Line, and I believe the full Metro Board should ignore these scared millionaire homeowners for the greater good of the public.

Thank you,
Nadia Kanagawa

From: Brandy Estelle [redacted]
Sent: Tuesday, March 24, 2026 2:23:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item # 7 - AGAINST - PLEASE DO NOT APPROVE THIS PROJECT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

ITEM NEEDS MORE CONSIDERATION TO IDENTIFY A PLAN THAT WILL NOT GO THROUGH HISTORICALLY PRESERVED LAFAYETTE SQUARE. THIS IS MY HOME AND UNDERGROUND RAIL EXPANSION WILL GREATLY NEGATIVELY IMPACT MY HOME THAT MY GRANDFATHER BOUGHT FROM WORKING ON THE RAILROAD INCOME, AND MY FAMILY WAS ABLE TO PRESERVE ALL THIS TIME. PLEASE DO NOT APPROVE THIS PROJECT.

From: Becky Hartung [redacted]
Sent: Tuesday, March 24, 2026 2:32:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done

safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Becky Hartung
[redacted]

From: Pam Pantell [redacted]
Sent: Tuesday, March 24, 2026 2:39:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) In Favor of San Vicente/Fairfax Alternative

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

These are my thoughts:

This project would fill a major gap in the Metro Rail network by extending the existing Metro K Line light rail service further north with new connections to the Metro D and B Lines and six of the region's top ten busiest bus lines while constructing new stations in iconic neighborhoods. It would create opportunities by connecting equity-focused communities to jobs, opportunities, cultural institutions, and quality healthcare resources in West Hollywood, Mid City, and Hollywood.

The San Vicente-Fairfax Alternative would serve more residents, businesses, and key regional destinations than the other routes. This route has garnered the most public support and offers a unique opportunity to enhance access to vital destinations, including Cedars-Sinai Medical Center, Museum Row, and other cultural and commercial centers in WeHo and Mid City. By choosing this option, we can ensure fast, reliable transit that could achieve nearly 100,000 daily trips, two-thirds of which would be made by low-income riders.

Let's face reality - how many more cars can you cram onto the streets in this area before it becomes a "used car lot" with cars being unable to move through the area.The "You build it and they will come" worked. The area is overbuilt and they have come and the traffic is unbearable - and unbelievable!! It's almost like no one did a traffic impact study before over-building the area. This seems to be the theme song of Los Angeles planners. Basically, lack of traffic impact planning!

Yours,

--
Pam Pantell

From: Max Wheeler [redacted]
Sent: 3/18/2026, 7:24 AM
To: klinenorth@metro.net
Subject: Lafayette Square/Metro extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.
It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Max Wheeler

Lafayette Square Resident

From: Nick Kleinert <[redacted]>
Sent: Tuesday, March 24, 2026 2:43:12 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Nick Kleinert
Former West Hollywood Resident (10+ years)
Los Angeles, CA

From: Eric Chu <[redacted]
Sent: Tuesday, March 24, 2026 2:46:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Save the K Line!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

We have the beginnings of a world-class subway system.

The K line would service parts of LA that desperately need it.

I am a resident of [redacted]

Thank you

From: AJ <[redacted]>
Sent: Tuesday, March 24, 2026 4:13:52 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,

AJ cho

From: Chelsea Patterson [redacted]
Sent: 3/17/2026, 7:25 PM
To: klinenorth@metro.net
Subject: Metro Line

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Chelsea M. Patterson

From: Anna Zupon [redacted]
Sent: 3/17/2026, 7:23 PM
To: klinenorth@metro.net
Subject: LaFayette Square Resident - Opposition to LPA Option 2 for K Line

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.
It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.
Thank you for your consideration.

Sincerely,
Anna Zupon
Lafayette Square Resident

From: Jolie Kingsley Ceo [j[redacted]
Sent: 3/17/2026, 7:17 PM
To: klinenorth@metro.net
Subject: LPA Option 2

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension. This alignment deviates from the original plan following the elimination

of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements

beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption. It would also remove our local grocery store and the only pharmacy

serving our community within miles—cutting off access to essential services. Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other

communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration!

Sincerely,

Jolie and José Ceo
[redacted]

From: Sam Borelli [redacted]
Sent: Tuesday, March 24, 2026 4:06:12 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Please Finish the K Line - San Vicente-Fairfax Route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Please select the San Vicente-Fairfax Route and finish the K Line.

Respectfully,

Sam Borelli

26-year (today) West Hollywood Resident

From: Deb Hiett [redacted]
Sent: 3/17/2026, 7:15 PM
To: klinenorth@metro.net
Subject: LPA Option 2

To Whom It May Concern,

As a resident of LaFayette Square, I am writing again to express my strong opposition to the LPA Option 2 for the K Line Northern Extension. In fact, I also object to any proposal that includes tunneling under our historic 100-year-old homes in LaFayette Square.

My primary concern is about Metro's construction record and reliability risks. With a little research, I can document a consistent and verifiable pattern across Metro's major tunneling projects in which the agency minimizes foreseeable impacts, disclaims direct responsibility, and implements mitigation only after harm occurs. This pattern is institutional rather than incidental and can be supported by credible, verifiable evidence.

1. **Structural and Property Damage**
   • *Crenshaw/LAX Line:* 166 homeowner damage claims for cracked walls and foundation movement were reported by **Curbed LA (2017)** citing contractor records; Metro directed residents to contractors rather than assuming liability.
   • *Regional Connector / Little Tokyo:* Business owners reported vibration, access loss, and subsidence despite repeated Metro assurances that impacts would be "limited" (**Curbed LA 2016; Los Angeles Times 2016**).
   • *Los Angeles Times Building (2020):* Tunneling caused visible cracking that Metro publicly minimized as "cosmetic" (**Los Angeles Times, Nov 27 2020**).
   • *Historic Liability:* Earlier rail projects produced approximately 2,440 insurance claims totaling $120 million (**Los Angeles Business Journal, Dec 12 2005, "Argonaut Settles With MTA Over Damage Claims"**).
2. **Safety and Oversight Failures**
   • *Purple Line Extension (2022):* Work halted for "serious safety concerns" following dozens of worker injuries (**Los Angeles Times, Oct 24 2022; NBC Los Angeles 2022**).
   • *Mid-Wilshire Fatality (2022):* A tunneling worker was killed on site (**Los Angeles Times, Mar 7 2022**).
   • *Metro Office of Inspector General (2023):* Found recurring weaknesses in contractor oversight, risk management, and internal safety enforcement (**Metro OIG Report #23-004, 2023**).
3. **Economic and Community Impacts**
   • *Crenshaw and Little Tokyo Corridors:* Sustained business closures and lawsuits forced Metro to create a Business Interruption Fund—an explicit acknowledgment that prior mitigation failed (**Metro Board Report 2015-0705; Streetsblog LA 2015**).
4. **Institutional Pattern**
   Across successive projects—Blue, Green, Red, Crenshaw, Regional Connector, and Purple—Metro's operational behavior has remained constant:

• Assure the public impacts will be “minimal.”
• Experience significant structural or economic damage.
• Attribute responsibility to contractors or external causes.
• Offer compensation or new mitigation only after prolonged dispute.

This cumulative record undermines the reliability of Metro’s self-certified findings. The issue is not one project’s misstep but a recurrent management pattern that casts substantial doubt on the credibility of Metro’s current assurances of “no significant impact.”

The potential for similar damage to historic homes, many of which have stood for over a century, is deeply concerning. These buildings are not only architecturally significant but also integral to the character and identity of Los Angeles neighborhoods. Once damaged, the restoration of such structures is both challenging and expensive, often failing to restore the original beauty and craftsmanship. In addition, the subsidence caused by vibrational drilling can lead to long-term structural instability that may not be immediately evident but can degrade the integrity of these homes over time.

Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.

Sincerely,

Deb Valenti

[redacted]

From: Gloria Gmail [redacted]
Sent: 3/17/2026, 7:42 PM
To: klinenorth@metro.net
Subject: Re: K Line extension

Apologies - please disregard my earlier email below.

I strongly oppose option 1 not 2.

Thanks.

Gloria

On Mar 17, 2026, at 7:04?PM, Gloria Gmail [redacted] wrote:

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Gloria Chang
[redacted]

From: S [redacted]
Sent: Tuesday, March 24, 2026 4:03:30 PM
To: [redacted]
Subject: (EXTERNAL) Petitions #2 - Need for SEIR for BRT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

We, the undersigned residents (see attached petitions) are writing to request that no construction or any other permits or approvals be issued regarding the North Hollywood to Pasadena Bus Rapid Transit (BRT) project by Metro, or the cities, until subsequent environmental review is conducted under the California Environmental Quality Act (CEQA) to analyze the combined land use, infrastructure, fire hazards, Housing Element implementation, and financial impacts of the BRT and SB 79 is completed and disclosed to the public.

Because of these severe combined impacts, we strongly agree with Metro's position that its service area must be completely exempted from SB 79 and urge Metro and the BRT cities to strongly lobby to exempt Los Angeles County from SB 79. Transit investments should serve the public, not destroy neighborhoods.

Thank you,

I ASK THAT:

The passage of Senate Bill 79 (SB 79) constitutes substantial new information that renders the BRT's original Environmental Impact Report legally inadequate. The sudden, randomized densification resulting from SB 79 in combination with the BRT will severely impact local land use and overwhelm our infrastructure. A subsequent EIR must be prepared by Metro to analyze the significant land use, infrastructure, public service, fire hazards, and Housing Element implementation impacts of the BRT in combination with SB 79.

Because of these severe combined impacts, I strongly agree with Metro's position that its service area must be completely exempted from SB 79 and urge Metro and the BRT cities to strongly lobby to exempt Los Angeles County from SB 79. Transit investments should serve the public, not destroy neighborhoods.

We, the undersigned residents are writing to request that no construction or any other permits or approvals be issued regarding the North Hollywood to Pasadena Bus Rapid Transit (BRT) project by Metro, or the cities, until subsequent environmental review is conducted under the California Environmental Quality Act (CEQA) to analyze the combined land use, infrastructure, fire hazards, Housing Element implementation, and financial impacts of the BRT and SB 79 is completed and disclosed to the public.

NAME	EMAIL	ADDRESSS (optional)
Angela Stragas	[redacted]	
C. POLINE		
Renee Vancans		
STEVEN MAYER		
DEAN KAY		
Mary Stragas		
Julie Calvill		

I ASK THAT:

The passage of Senate Bill 79 (SB 79) constitutes substantial new information that renders the BRT's original Environmental Impact Report legally inadequate. The sudden, randomized densification resulting from SB 79 in combination with the BRT will severely impact local land use and overwhelm our infrastructure. A subsequent EIR must be prepared by Metro to analyze the significant land use, infrastructure, public service, fire hazards, and Housing Element implementation impacts of the BRT in combination with SB 79.

Because of these severe combined impacts, I strongly agree with Metro's position that its service area must be completely exempted from SB 79 and urge Metro and the BRT cities to strongly lobby to exempt Los Angeles County from SB 79. Transit investments should serve the public, not destroy neighborhoods.

We, the undersigned residents are writing to request that no construction or any other permits or approvals be issued regarding the North Hollywood to Pasadena Bus Rapid Transit (BRT) project by Metro, or the cities, until subsequent environmental review is conducted under the California Environmental Quality Act (CEQA) to analyze the combined land use, infrastructure, fire hazards, Housing Element implementation, and financial impacts of the BRT and SB 79 is completed and disclosed to the public.

NAME	EMAIL	ADDRESSS (optional)
Molly Blumberg	[redacted]	
David Blumberg		
KAREN FOND		
KEITH POLINK		
BRUCE LEVENSTEIN		
Heather Schulz		
Terri L. Dauber		

I ASK THAT:

The passage of Senate Bill 79 (SB 79) constitutes substantial new information that renders the BRT's original Environmental Impact Report legally inadequate. The sudden, randomized densification resulting from SB 79 in combination with the BRT will severely impact local land use and overwhelm our infrastructure. A subsequent EIR must be prepared by Metro to analyze the significant land use, infrastructure, public service, fire hazards, and Housing Element implementation impacts of the BRT in combination with SB 79.

Because of these severe combined impacts, I strongly agree with Metro's position that its service area must be completely exempted from SB 79 and urge Metro and the BRT cities to strongly lobby to exempt Los Angeles County from SB 79. Transit investments should serve the public, not destroy neighborhoods.

We, the undersigned residents are writing to request that no construction or any other permits or approvals be issued regarding the North Hollywood to Pasadena Bus Rapid Transit (BRT) project by Metro, or the cities, until subsequent environmental review is conducted under the California Environmental Quality Act (CEQA) to analyze the combined land use, infrastructure, fire hazards, Housing Element implementation, and financial impacts of the BRT and SB 79 is completed and disclosed to the public.

NAME	EMAIL	ADDRESSS (optional)
David Schulz	[redacted]	
Stacy Gerwitz		
Barby Crear		
KEITH POLING		

From: Tristan Adams [redacted]
Sent: 3/17/2026, 7:02 PM
To: klinenorth@metro.net
Subject: Re: Concern regarding proposal for LPA option 2

To be clear, I am located at [redacted]

[redacted]

On Tue, Mar 17, 2026 at 7:02?PM Tristan Adams [redacted] wrote:
Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,
Tristan C. Adams, NREMT
[redacted]

From: Marc Gilbar [redacted]
Sent: 3/18/2026, 7:28 AM
To: klinenorth@metro.net
Subject: Re: No on Option 1

Sorry. Options 1, 4 and 4a are terrible.

Option 2 is better.

MG

On Mar 17, 2026, at 6:59?PM, Marc Gilbar [redacted] wrote:

Dear Metro Board Member,
I live in Lafayette Square, and I **strongly** oppose LPA Option 1 for the K Line Northern Extension.

This is different from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 1 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Please don't do this ??

Marc Gilbar

From: Jonathan Small [redacted]
Sent: Tuesday, March 24, 2026 4:02:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line Northern Extension Vote

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members, It has come to my attention that there is a conflict of interest when it comes to this vote. I am writing this as I have learned new information that Metro board member, Jacqueline Dupont Walker and Mayor Karen Bass are working to influence the vote of this matter. The reason that I'm saying this is that I've learned that Jacqueline Dupont Walker's house is underneath the right of way of the tunneling for the K Line northern extension right Of way, and that she is influencing the vote because she believes that the tunnel vibrations from the northern construction will badly influence her property values. I believe that It is in the board's interest to delay the vote and do an investigation On board members, Karen Bas in Jacqueline Dupont Walker.

Sincerely, Jonathan Small

From: Samaya Rubio [redacted]
Sent: Tuesday, March 24, 2026 4:02:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

I would like to be able to take the metro further!

Thank you,
Samaya Rubio
[redacted]

From: Hasan Foster [redacted]
Sent: 3/17/2026, 6:27 PM
To: klinenorth@metro.net
Subject: Metro Line | Lafayette Square

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,
Hasan Foster

From: Jennifer Brooke [redacted]
Sent: 3/17/2026, 6:13 PM
To: klinenorth@metro.net
Subject: Oppose LPA Opt 2

Dear Metro Board Member,
I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.
It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.
Thank you for your consideration.

Sincerely,

Jennifer Brooke

Lafayette Square Resident

--

[redacted]

From: Nashir Hirjee <[redacted]>
Sent: Tuesday, March 24, 2026 4:01:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line Extension via West Hollywood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Sir or Madam.

My name is Nashir Hirjee, and I am a resident of Los Angeles County.

Please accept this email as my expression of support for the northbound K line extension through West Hollywood all the way to the Hollywood Bowl. The goal to build this train through populated areas for access by people who live and work in the area is long overdue.

Also, please accept this as my request to expedite the construction of the train as soon as possible at a cost-effective method.

Finally, please upgrade the air filters being used on trains to the MERV-14 filters to optimize air quality and health quality for riders.

Keeping the trains that transit major population centers safe, clean and frequent will support ridership and maximize benefit.

Thank you.

Nashir Hirjee
[redacted]

From: Team Johnson [redacted]
Sent: 3/17/2026, 6:03 PM
To: klinenorth@metro.net
Subject: Lafayette Square

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.
It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.
Thank you for your consideration.

Sincerely,
Jennifer Johnson
Lafayette Square Resident

From: Neelam & Lisa DeWolf Pathikonda [redacted]
Sent: 3/17/2026, 7:32 PM
To: klinenorth@metro.net
Subject: K line northern extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Neelam Pathikonda & Lisa DeWolf

From: Joanne Johnson [redacted]]
Sent: 3/17/2026, 5:59 PM
To: klinenorth@metro.net
Subject: Oppose LPA Opt 2

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension. This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,
Joanne Johnson
Lafayette Square Resident

[redacted]

From: Skei Saulnier [redacted]
Sent: 3/17/2026, 5:40 PM
To: klinenorth@metro.net
Subject: Lafayette Square Objection to Metro K Line North Extension LPA

Dear Metro Board of Directors,

Lafayette Square formally objects to **Option 2** of the Metro K Line North Extension LPA, which proposes tunneling beneath **22 homes** in our neighborhood, a historic preservation overlay zone.

While we support expanded transit access for the greater Los Angeles region, we strongly oppose solutions that sacrifice established neighborhoods, local businesses, and community stability. Additionally, the route maps provided do not clearly demonstrate meaningful or efficient connections to other Metro lines. Lafayette Square has consistently advocated for complete removal from any route requiring neighborhood easements.

Regardless of the route ultimately selected, Lafayette Square requests the following community protections:

- Codification of existing neighborhood gates at Victoria Ave, Wellington Rd., Virginia Rd., and Buckingham Rd. (Washington Blvd. and Venice Blvd.)
- Preferred Parking designation within Lafayette Square
- Repairs to sidewalks along Crenshaw, Washington, and Venice Boulevards, and within Lafayette Square

We are prepared to work collaboratively with Metro to improve regional transportation access. However, we will not support an approach that does so at the expense of our homes, our businesses, or the long-term well-being of our community.

Respectfully,

Lafayette Square Neighborhood Association Residents

From: David Newman [redacted]
Sent: Tuesday, March 24, 2026 3:50:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

I'm an LA resident (I live in Silver Lake at 2301 Glendale Blvd) and I wanted to express my strong support the K Line Northern Expansion and the hybrid alternative.

That line would be so heavily utilized and do so much for LA's public transportation. I know lots of people who are looking forward to riding.

LA transportation and traffic is so bad right now - it's one of the few things our amazing city does so poorly. We should be taking every opportunity to improve it.

-David

From: Emma Puglia <[redacted]>
Sent: Tuesday, March 24, 2026 3:41:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the K Line!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

My name is Emma Puglia, I'm a proud resident of Los Angeles, and I live near one of the *new* Metro lines on Wilshire (which I've been very excited about).

As an avid fan of the LA Metro, I urge you to support the accelerated timeline for the K Line Northern Extension and to select the Hybrid Alternative. This project is vital for the region and will be the highest ridership light rail line in the country. Do not delay this project to appease a small number of people over unsubstantiated tunneling concerns.

All the best,

[redacted]

From: Tati Rosen [redacted]
Sent: Tuesday, March 24, 2026 3:40:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES on the K-Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please submit this email as written public comment for the upcoming Board of Directors meeting on Thursday, March 26th, 2026.

As a born and raised Angeleno, Im reaching out to the board to vote YES on the K-line northern extension, and urge the board of directors to select the San Vincente/Fairfax alternative. Approving this extension and alternative would help provide viable alternative to the 405 freeway, and also connect communities and improve access to jobs and housing. It also provides massive economic potential, with the San Vincente/Fairfax alternative offering the highest ridership potential and interconnects high residential and employment areas that desperately need the infrastructure. It is time to move past delays for desperately needed infrastructure and complete the line. I urge the board to approve the extension and move it forward to the next stage.

Best,
Tatiana Rosen
Northridge, California

From: Benjamin Jones [redacted]
Sent: Tuesday, March 24, 2026 3:28:54 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Re: Approve Item 7 - I support the K Line Northern Extension San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My title in email signature is for identification purposes only; this public comment is made in a personal capacity and does not represent the views of the university.

Thank you,
Benjamin Jones, MD
Physician | UCLA Health
Residence: [redacted]

On Tue, Mar 24, 2026 at 3:14 PM Benjamin Jones [redacted] > wrote:
Dear Metro Board and elected officials,

I am a resident of Los Angeles and frequent Metro rider. **I am writing to express my support for the K line northern extension San Vicente-Fairfax alignment plan, and any possible effort to accelerate its construction.**

I strongly oppose any motion or action to delay or perform further unnecessary study of this route. The tunneling under Mid City/Lafayette Square has been shown by Metro to be completely safe, will be 100ft underground, and will have zero surface impact for the homeowners living over the alignment. **It is unreasonable to delay any further by completing any further study of this safe and effective means of building desperately needed transit that will massively benefit the area.**

As a physician living and working in Los Angeles, I believe that the K-line extension will, among many other benefits, make Cedars-Sinai more accessible to both the many patients, including low-income patients, who live along the K-line as well as to physicians, like myself, who would be interested in moving to areas served by the K-line.

Thank you,
Benjamin Jones, MD
Physician | UCLA Health
[redacted]

From: Auguste Miller <[redacted]
Sent: Tuesday, March 24, 2026 3:27:39 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Re: Approve K Line with no physical deviations that add cost and added time to rider trips for rest of history! No to Cresnshaw/Adams location!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

FYI
https://www.reddit.com/r/LAMetro/comments/1s2q9nx/nimbys_are_spreading_misinformation_about_the_k/

On Tue, Mar 24, 2026 at 12:18 PM Auguste Miller [redacted]> wrote:
Dear Metro Board Members,

Do not listen to 22 NIMBY homeowners... WHO WILL ACTUALLY BENEFIT FROM HAVING THE SUBWAY THERE! Their arguments are so bad faith it is almost laughable, if it weren't so sad and selfish.
Please watch the Nandert video that everyone has access to online.

Alignment change is no good: do not go with the longer and more expensive Cresnshaw/Adams location. Stick with original expert-driven non-politician planned location!

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Auguste Miller
Venice

From: Olivia Salcedo <[redacted]
Sent: Tuesday, March 24, 2026 3:12:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote yes on the Metro K Line North

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Please vote yes on the K line extension North. We really need this connection to West Hollywood and this city cannot afford to delay it. Vote yes with no other motions or delays. Let's get this project started asap! Please and thank you.

Olivia Salcedo
Cypress Park neighborhood of Los Angeles

From: [redacted]
Sent: Tuesday, March 24, 2026 3:10:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension - Agenda for 3/28/26

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am very much in favor of the K Line extension being approved to provide transit to the San Vicente/Fairfax area, including access to the Grove, Cedars Sinai and West Hollywood.

I urge you to approve this extension of the light rail sysytem.

Edward Egan
[redacted]

From: [redacted]>
Sent: Tuesday, March 24, 2026 3:08:04 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before with the B and D lines. There are countless examples worldwide, as presented by Metro staff in their presentation to the Metro board, where tunneling has gone under actual historic structures with no perceptible impacts or damage to said structures.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board

should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system, making the system more grid-like and serving a wider array of destinations that are not necessarily in DTLA.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
David Tran
[redacted]

From: PDubs Weir [redacted]
Sent: Tuesday, March 24, 2026 4:17:30 PM
To: [redacted]
Subject: (EXTERNAL) Mayor Bass' motion to amend would delay K Line North!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

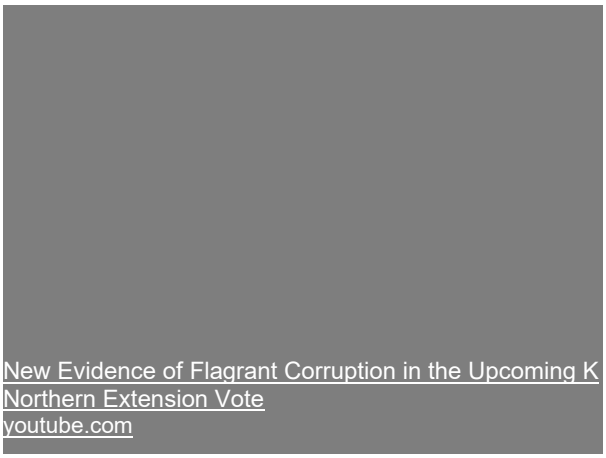
Dear Directors Najarian, Butts, and Bass,

The Mayor released a public statement on Monday, March 23 saying that she supports the K Line Northern Extension and would be voting for it to move "full steam ahead" while at the same time drafting a motion that would delay the project by delaying the likelihood of West Hollywood and LA County moving the required funding forward. Jackie Dupont-Walker has also improperly been influencing the vote behind the scenes while claiming publicly she is recused.

ENOUGH! I demand you pull this motion to amend and support staff's recommendation. Furthermore, we should save $165M and go back to the DEIR route through Mid City, since tunneling has ZERO impacts. The Metro D line is proof there is NO IMPACTS from tunneling. Ms. Dupont-Walker and her neighborhood needs to back off from influencing the Metro board.

Please stop playing games with a $15B light rail project, and vote to move it forward cleanly, without delays or amendments, and without collaborating with a "recused" board member.

The nonsense that happened on the K Line's Hawthorne "option" Torrance alignment is bad enough with the politics played back in January 2026 Metro board meeting. K Line Northern Extension deserves to go forward. Please no more backroom politics. The voters who believe in transit will remember this vote and the betrayal to their trust already inflicted leading up to this. I hope a corruption probe happens.



New Evidence of Flagrant Corruption in the Upcoming K Northern Extension Vote
youtube.com

P Wei
[redacted]

From: Colin LaBran-Boyd [redacted]
Sent: Tuesday, March 24, 2026 4:19:41 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Colin LaBran-Boyd
Resident, West Hollywood

From: Lou Rosen <[redacted]
Sent: Tuesday, March 24, 2026 4:25:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the San Vicente K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello, my name is Louis Rosen and I am a Metro rider. I urge the Metro board to approve the San Vicente K Line Northern Extension. This expansion of public transit is clearly for the benefit of all Angelenos, and has overwhelming public support. This line will close a major gap in our current rail infrastructure and allow 10s of thousands of residents to drastically reduce their commute times and their carbon footprint. Please do the right thing and approve this extension.

From: Falyn Cooper [redacted]]
Sent: 3/17/2026, 7:32 PM
To: klinenorth@metro.net
Subject: K Line Northern Extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles, cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Falyn Cooper
[redacted]

From: Theresa Lowe [redacted]
Sent: 3/17/2026, 7:34 PM
To: klinenorth@metro.net
Subject: Lafayette Square resident

Dear Metro Board Member,
I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.
It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.
Thank you for your consideration.

Sincerely,

Lafayette Square Resident
Theresa Lowe
[redacted]

From: Thomas Robinett [redacted]
Sent: 3/17/2026, 7:39 PM
To: klinenorth@metro.net
Subject: Metro K Line proposed route

Dear Metro Board Member,

I am a resident of Lafayette Square writing to express my strong opposition to LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station and unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns regarding property rights, structural integrity, and construction disruption.

Furthermore, this option would result in the removal of our local grocery store and the only pharmacy serving our community within miles, effectively cutting off access to essential services.

Our neighborhood should not bear the brunt of changes made to accommodate other communities. I urge Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts on residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Thomas Robinett

From: Mia Marano [redacted]
Sent: 3/17/2026, 7:44 PM
To: klinenorth@metro.net
Cc: gmarano@mac.com
Subject: Opposition to LPA Option 2 for the K Line Extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Mia & Gabriel Marano
[redacted]

From: Malcolm Johnson [redacted]
Sent: 3/17/2026, 7:58 PM
To: klinenorth@metro.net
Cc: [redacted]
Subject: Oppose LPA Option 2 and protect Lafayette Square

Dear Chair Fernando Dutra and Members of the Metro Board,

My name is Malcolm Johnson, and I have lived in the historic Lafayette Square neighborhood in Mid-City Los Angeles with my family since 2010. My wife and I chose this neighborhood intentionally as the place to raise our three children because we wanted them rooted in history, stability, beauty, and a living legacy of Black excellence in Los Angeles.

I write in strong opposition to LPA Option 2 for the K Line Northern Extension, and to any alignment that tunnels beneath or materially harms Lafayette Square and neighboring historic residential communities.

This is not simply a transit routing decision. It is a decision about whether Metro will protect or burden a historic neighborhood that families like mine have worked hard to preserve. Lafayette Square is a protected historic district. Metro's own materials confirm that the Mid-City segment under consideration would tunnel beneath private properties in Mid-City and Lafayette Square, and that Metro later studied 12 additional Mid-City options specifically to reduce subsurface easements beneath homes in historic neighborhoods. Metro knows these impacts are serious.

The concerns are obvious and substantial: years of construction disruption, noise, vibration, heavy truck activity, risks to historic homes, impacts on private property rights, and the long-term reality of rail infrastructure operating beneath a protected residential neighborhood. Metro's own recent community engagement summary reflects resident concerns about tunneling beneath historic homes, structural impacts, vibration, earthquakes, and business disruption, including possible impacts at Midtown Crossing involving Ralphs and CVS.

I support better transit for Los Angeles. What I do not support is a version of progress that once again asks an established Black community to absorb disproportionate harm. My family chose Lafayette Square because places like this matter. They do not come back once they are compromised. Gentrification is real. Displacement is real. The erosion of historic Black communities is real. Metro should not accelerate that pattern under the banner of public infrastructure.

I also want to be clear about something else. The families of Lafayette Square vote. Our neighbors vote. We are engaged, we are organized, and we are vocal in our support for elected officials who protect their constituents, respect historic communities, and refuse to treat our neighborhood as expendable. Many of you on this Board are elected leaders or directly accountable to elected leadership. This decision will be noticed, remembered, and discussed in our homes and throughout our community.

We are asking you to do the right thing. Reject LPA Option 2. Choose an alternative that avoids unnecessary impacts to Lafayette Square and other historic residential neighborhoods, preserves critical community resources, and demonstrates that Metro's stated commitment to equity includes communities like ours.

Please protect Lafayette Square.

Sincerely,

Malcolm & Joanne Johnson

MALCOLM JOHNSON
[redacted]

From: Alessandra Torre [redacted]
Sent: 3/17/2026, 8:07 PM
To: klinenorth@metro.net
Subject: Lafayette Square / LPA Option 2 for the K Line Northern Extension opposition

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources. Thank you for your consideration.

Sincerely,

Alessandra Torre

Lafayette Square Resident

From: James Cooper [redacted]]
Sent: 3/17/2026, 8:10 PM
To: klinenorth@metro.net
Subject: K Line Northern Extension impact on Lafayette Square

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,
James Cooper

From: Zachary Pollack [redacted]
Sent: 3/17/2026, 8:13 PM
To: klinenorth@metro.net
Cc: [redacted]
Subject: LPA Option 2 OPPOSE

Dear Metro Board Member,
I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension. This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities.

We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,
Zachary Pollack
Lafayette Square Resident

From: Morgan Hudson <[redacted]>
Sent: Tuesday, March 24, 2026 4:31:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
I am writing to voice my overwhelming support for the Fairfax San Vicente alignment for the K Line Extension. I moved to Los Angeles 7.5 years ago from South Carolina, but grew up in Seattle. I grew up utilizing public transit and it really gave me a lot of freedom and access to a wide variety of experiences that inspired me, educated me, and shaped me. When I moved to Los Angeles, I was very excited about all the Metro lines and how much easier it was to get around many parts of the city, and into neighboring cities, but was always disappointed that the South Bay was, in comparison, so neglected by rail access. I live in Hollywood, and have for a little over 7 years now. If someone from Hollywood wants to go visit the South Bay (and all it has to offer) via public transit, it can take HOURS. Extending the K Line up to Hollywood would make it significantly easier for people in Hollywood to go down and visit the South Bay (which would also increase tourist visits to the area) and it would allow people in the South Bay to visit Hollywood without having to fight traffic or take half the day taking the J line to the B line and back. They'd get more time to enjoy Hollywood!
Making it easier for everyone across the wonderful, vast mixing pot that is Los Angeles to visit other parts of the city brings us all closer together, and greenlighting the Fairfax San Vicente alignment of the K Line is the way to do that.
Thank you for your time
Morgan

From: Zachary Posner [redacted]
Sent: 3/17/2026, 8:59 PM
To: klinenorth@metro.net
Subject: Oppose LPA Opt 2!

Dear Metro Board Member,

I am a resident of Lafayette Square, living at 1662 Wellington road.

I strongly oppose LPA Option 2 for the K Line Northern Extension. This path deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Zachary Posner
Lafayette Square Resident

From: Michele Atlan [redacted]
Sent: 3/17/2026, 8:34 PM
To: klinenorth@metro.net
Subject: K Line Alternative Route

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Marc and Michele Atlan
[redacted]

From: Arthur Bernstein [redacted]
Sent: Tuesday, March 24, 2026 4:34:00 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) OPPOSITION to selecting the San Vicente-Fairfax route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong **OPPOSITION** in selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project.

There is a huge untrue belief that the City of West Hollywood's residents and business are supportive of this decision.

Quite the opposite, the community is not in support of this decision and the community is nearly completely in the dark about the scope, timeline and impact of the K-Line in West Hollywood.

Certain officials (mostly those with personal political aspirations such as Councilmembers Erikson and Hang or Supervisor Horvath) have "hoodwinked" and mislead the Metro and anyone listening that so many residents in Weho supports this extension. **It does not**. This is about being able to campaign on being the person who was responsible for bringing public transportation to a city in 20 years. It's pure marketing BS.

We residents have gotten virtually NO information about this. There has been almost no outreach for such a large and impactful project. The residents truly know very little about this project. They don't know where the line is destined to go or how it will be used, albeit in 20 years.

This project is being used as a pawn for developers to be able to build today in an affluent part of town, thus yielding large profits (with the declaration of a transit line is within ½ mile) which is a payback and winfall to the same developers who have and who continue to support their campaigns. The Metro is being "used."

We have a situation where a very small handful of individuals are making huge decisions for the entire city without consulting the residents in a meaningful way. Why else would West Hollywood need to waste $3,000,000 to suck up to the Metro Board.

Additionally and importantly, there are many neighborhoods in Los Angeles that are far more deserving of a Metro line than West Hollywood. There are neighborhoods that are disadvantaged by having a tremendous need for public transportation for its residents, where the residents do not have the luxury of adequate parking or where they cannot afford cars/insurance and thus depend on public transport to get to work. They are commuting for hours per day by going bus to bus.

Is Metro doing anything for the long range to help their quality of life and prosperity?

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the other areas of Lois Angeles that will be of much greater benefit than West Hollywood as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Arthur Bernstein

[redacted]

From: Simon Thomas [redacted]]
Sent: 3/17/2026, 8:51 PM
To: klinenorth@metro.net
Subject: Strongly oppose LPA Option 2

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension. This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Simon D C Thomas
Lafayette Square Resident

From: Praxis [redacted]
Sent: 3/17/2026, 9:58 PM
To: klinenorth@metro.net
Subject: K Line Extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Kacy Keys
Sent from my iPhone

From: Carol Cundiff [redacted]
Sent: 3/17/2026, 10:02 PM
To: klinenorth@metro.net
Subject: K Line - Lafayette Square

Dear Metro Board Member,

We are residents of Lafayette Square, and strongly oppose LPA Option 2 for the K Line Northern Extension. This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Carol & Jimmy Cundiff
[redacted]

From: Chia-Ying Chung [redacted]
Sent: 3/18/2026, 12:58 PM
To: klinenorth@metro.net
Subject: Re: K line expansion Reject Options 1, 2, and 4

Dear Metro Board Member,

I am a resident of Lafayette Square writing to express serious concerns about LPA Option 2 for the K Line Northern Extension — and to urge the Board to pursue a better path forward that is not Option 1, 2, or 4.

Let me be clear: our community strongly supports expanded transit. We want the K Line extension to succeed. That's precisely why we've spoken up the last few years and are again speaking up now — because a flawed alignment will ultimately harm the project, delay the timeline, and undermine public trust in Metro's planning process.
LPA Option 2 raises significant technical and equity concerns that deserve careful scrutiny:

Property and structural impacts. The alignment would require approximately 22 subsurface easements beneath private homes — an extraordinary intrusion that raises legitimate questions about property rights, structural integrity of historically designated homes, and long-term liability for both residents and Metro.

Loss of essential community services. This option would displace our neighborhood grocery store and the only pharmacy serving this community within miles. For many residents — including seniors and those without vehicles — these aren't conveniences, they're lifelines. Transit is supposed to expand access to services, not eliminate them.

An inequitable burden shift. LPA Option 2 results directly from the elimination of the Crenshaw/Wilshire station — a change made to address the needs of other areas. It is not appropriate to resolve that tradeoff by concentrating impacts onto one historic residential neighborhood that had no role in creating the problem.
We are not asking Metro to abandon this project. We are asking Metro to do it right. We urge the Board to reject LPA Option 2 and direct staff to develop an alternative alignment that avoids unnecessary impacts to residential properties and preserves the critical services our community depends on.
A transit system that works for everyone shouldn't be built by overburdening any one neighborhood. We trust Metro can find a solution that reflects that principle.
Thank you for your consideration.
Sincerely,

On Tue, Mar 17, 2026 at 10:45?PM Chia-Ying Chung [redacted] wrote:
Dear Metro Board Member,

I am a resident of Lafayette Square writing to express serious concerns about LPA

Option 2 for the K Line Northern Extension — and to urge the Board to pursue a better path forward.

Let me be clear: our community strongly supports expanded transit. We want the K Line extension to succeed. That's precisely why we've spoken up the last few years and are again speaking up now — because a flawed alignment will ultimately harm the project, delay the timeline, and undermine public trust in Metro's planning process.

LPA Option 2 raises significant technical and equity concerns that deserve careful scrutiny:

Property and structural impacts. The alignment would require approximately 22 subsurface easements beneath private homes — an extraordinary intrusion that raises legitimate questions about property rights, structural integrity of historically designated homes, and long-term liability for both residents and Metro.

Loss of essential community services. This option would displace our neighborhood grocery store and the only pharmacy serving this community within miles. For many residents — including seniors and those without vehicles — these aren't conveniences, they're lifelines. Transit is supposed to expand access to services, not eliminate them.

An inequitable burden shift. LPA Option 2 results directly from the elimination of the Crenshaw/Wilshire station — a change made to address the needs of other areas. It is not appropriate to resolve that tradeoff by concentrating impacts onto one historic residential neighborhood that had no role in creating the problem.

We are not asking Metro to abandon this project. We are asking Metro to do it right. We urge the Board to reject LPA Option 2 and direct staff to develop an alternative alignment that avoids unnecessary impacts to residential properties and preserves the critical services our community depends on.

A transit system that works for everyone shouldn't be built by overburdening any one neighborhood. We trust Metro can find a solution that reflects that principle.

Thank you for your consideration.

Sincerely,

Chia

From: Yale Scott [redacted]
Sent: 3/17/2026, 10:59 PM
To: klinenorth@metro.net
Cc: [redacted]
Subject: Dear Metro Board Members...Lafayette Square

Dear Metro Board Members,

We are residents of Lafayette Square and we strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Sincerely,

[redacted] & Mr. Yale Scott

[redacted]

[redacted]

From: Gabriel Marano [redacted]
Sent: 3/17/2026, 11:12 PM
To: klinenorth@metro.net
Subject: Opposition to LPA Option 2 for the K Line Extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,\n

Gabriel Marano
[redacted]

From: Erin Fowles Sorensen [redacted]
Sent: 3/18/2026, 6:18 AM
To: klinenorth@metro.net
Subject: No on LAP Option 2

Dear Metro Board Member,

Good morning, I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities.

We ask Metro to reject LPA Option 2 and pursue an alternative (West Blvd is the best option in my opinion, happy to share more) that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,
Erin Sorensen

From: Mike Kim [redacted]
Sent: 3/18/2026, 7:04 AM
To: klinenorth@metro.net
Subject:

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.
It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.
Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.
Thank you for your consideration.

Sincerely,

Lafayette Square Resident

--
Mike Kim, Design Leadership
[redacted]

From: Robi Reed [redacted]
Sent: 3/18/2026, 7:43 AM
To: klinenorth@metro.net
Subject: Oppose option 2 KLINE

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Robi Reed

From: Jaleesa Hazzard [redacted]
Sent: 3/18/2026, 8:00 AM
To: klinenorth@metro.net
Subject: Lafayette Square

Dear Metro Board member,

I am a resident for 50 years in Lafayette Square, I strongly oppose LPA Option 2 for the K line Northern Extension. This alignment deviates from the original plan following the Crenshaw/ Wilshire
Station and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option2 would create 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption. It would also remove our grocery store and the only pharmacy serving our community which we fought for for almost the first 25 years my family lived in this neighborhood and has been a lifesaver for our residents and the surrounding community and ties us back to the inconvenience of not having essential services available in our area.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA option2 and pursue an alternative that avoids unnecessary impacts residential areas and preserves critical local resources.

Thank you for your consideration. Sincerely

Jaleesa Hazzard and the Hazzard Family
[redacted]

From: Staci Sosa [redacted]]
Sent: 3/18/2026, 8:04 AM
To: klinenorth@metro.net
Subject: Oppose LPA Opt 2

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood. LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Staci Marie Sosa Macedo

Lafayette Square Resident

From: Carrie Seim [redacted]
Sent: Wednesday, March 18, 2026 8:17:39 AM
To: Crenshaw North <CrenshawNorth@metro.net>; [redacted]
Subject: (EXTERNAL) please reject LPA Option 2 / K Line Northern Extension / protect historic neighborhood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning, Metro Board Members,
As a homeowner and resident of Lafayette Square (1669 Virginia Road), and **I strongly oppose LPA Option 2 for the K Line Northern Extension**.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services for residents who have been historically targeted.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. **We ask Metro to reject LPA Option 2** and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

As a homeowner in LaFayette Square — which, as you know, is part of an architecturally protected HPOZ and consists of many homes (including my own) with additional Mill's Act protection status — I urge you to reconsider this alignment for many significant reasons. I hope you will stand with us on the right side of history, and consider these crucial and compelling points:

1) The destructive and alarming impact of underground transit beneath residential communities — including recent studies (some from Metro itself) documenting severe vibrations, noise and structural damage.
2) This risk could be easily mitigated by choosing an alignment along a major road such as Crenshaw Blvd. This alternate route would achieve the same goals for extending the K Line while minimizing disruptions to historically protected residential zones.

3) The historic homes in our neighborhoods — many of which date to 1910s and 1920s — were constructed using techniques that did not account for modern noise, vibration, or seismic resilience. **Many of these homes have deteriorating cripple walls and heavy foundation settlement on expansible clay sub-surfaces. These structures, along with their below-grade basements and pools, are extremely sensitive to any subsurface disturbances**. The financial and safety risks to residents above a proposed transit tunnel are substantial, regardless of the tunnel's depth. Aligning the extension along Crenshaw Blvd would significantly reduce these risks.

4) Our historic Black communities have been repeatedly targeted for disruptive mass transit solutions. The construction of the Santa Monica Freeway, for example, obliterated some of the most historic neighborhoods in our city, including Berkeley Square, Sugar Hill, Gramercy Park, Wellington Square, and Lafayette Square. **These decisions have left deep psychological scars on our communities, which have already suffered from redlining, housing covenants, and eminent domain abuses. It is imperative that we do not allow history to repeat itself.** Choosing an alignment that minimizes impact on these communities is not just a matter of practicality but of justice.

I appreciate your careful consideration in taking this feedback from homeowners and community stakeholders. We strongly support mass transit in LA — but there are clear solutions that would provide the same transit expansion without devastating some of LA's most treasured homes and communities. An alignment underneath an existing corridor (such as Crenshaw Blvd.) reduces the devastation while still serving the greater good.

As a journalist, I will also be following this matter closely and encouraging my Los Angeles media colleagues to do the same.

Thank you for your help and attention — as a city leader, we trust you will make a decision that reflects the best interests of our greater community and the principles of equity and justice.

Thank you for your consideration.
Sincerely,
Carrie Seim
[redacted]

Carrie Seim



From: Kiki - Kirsten Judson [redacted]
Sent: Tuesday, March 24, 2026 4:37:57 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

KIRSTEN JUDSON
[redacted]

From: Seamus McKeon [redacted]
Sent: 3/18/2026, 8:18 AM
To: klinenorth@metro.net
Subject: I Support the San Vicente-Fairfax Route for K Line North!

Hello,

West Hollywood needs subway access for many reasons, but most importantly so that LGBTQ residents born, raised, and living in other parts of L.A. where they are marginalized and do not see themselves reflected in society have the ability to go and be among their community to receive support, a sense of belonging, and the freedom to be themselves. Access to West Hollywood is imperative to the wellbeing of metro-LA residents and beyond. We want everyone to have access to our historic cultural center.

Thank you,
Seamus McKeon
[redacted]

From: [redacted]
Sent: 3/19/2026, 3:29 PM
To: klinenorth@metro.net
Subject: Support for the San Vicente-Fairfax Route for the K Line Extension!

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Chase Cohen
[redacted]

From: Lindsey Larsen [redacted]
Sent: 3/20/2026, 4:19 PM
To: klinenorth@metro.net
Subject: Support for K line northern extension

To the Metro Board of Directors and Planning and Programming Committee:

I am writing in strong support of the K Line Northern Extension project and to directly address concerns about construction vibrations and tunnel boring that have been raised by some community members.

These concerns are not supported by Metro's technical studies or modern engineering practices. The Draft Environmental Impact Report contains comprehensive analysis showing that contemporary tunnel boring machine (TBM) technology, combined with modern vibration mitigation measures, results in negligible and acceptable vibration levels at surface properties and buildings.

Key facts:
- Modern TBM technology is fundamentally different from older drilling methods. Today's machines are engineered with vibration damping systems that did not exist decades ago.
- Metro's technical studies evaluate vibration using industry-standard metrics and building damage criteria. These studies conclude that vibrations will be well within acceptable thresholds established by engineering codes.
- Countless transit projects worldwide - including recent extensions in major cities - have successfully employed these technologies with no documented property damage.
- Mitigation measures including ground treatment, building monitoring, and design adjustments are standard practice for Metro and ensure additional protection.

The real issue is not whether this project can be safely built - it demonstrably can - but whether we will allow unfounded fears to block critical transit infrastructure that would serve 110,000+ jobs, provide access to major medical centers like Cedars-Sinai, connect underserved communities to opportunity, and reduce traffic congestion.

Time and time again, this metro board has proven to give in to NIMBYS and advocate for anti transit positions. This needs to change.

West Hollywood, Mid-City Los Angeles, and Hollywood need this connection. I urge the Board to select the Locally Preferred Alternative and move forward with this essential project.

Respectfully,
Lindsey Larsen

From: R Meinert [redacted]]
Sent: 3/21/2026, 12:50 PM
To: klinenorth@metro.net
Subject: K Line North Mar 26 meeting alignment decision comment

Hello,

I support the locally preferred alignment for the K Line North Metro project, the hybrid corridor along San Vicente & Fairfax, as staff has recommended. Alternative 1, which tunnels directly north off the Crenshaw alignment towards Midtown Crossing.

Thank you,
Robert

Sent from my iPhone

From: Michael Scharff [redacted]
Sent: 3/21/2026, 1:53 PM
To: klinenorth@metro.net
Subject: Yes for K Line Extension

I'm very excited to see this plan in the works. As a NoHo resident, being able to easily get to LAX by Metro would be fantastic. Please keep this going.

If there's a better use for the internet, I haven't found it!
-Homer

From: Ashton Martin [redacted]
Sent: 3/21/2026, 8:06 PM
To: klinenorth@metro.net
Subject: Build it!!

Transportation is vital and connecting people to more accessible stations and lines will not only help the health and happiness of the people, but will dorectly benefit the economy by allowing more travelers to and from using those lines. Less cars, cleaner air, more public transit!!!

From: [redacted]
Sent: 3/22/2026, 2:47 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello Board Staff and Directors,

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you,
Erik Rodriguez
(Hollywood)

From: Wesley Christisn [redacted]
Sent: 3/22/2026, 2:54 PM
To: klinenorth@metro.net
Subject: Public comment: K line

Hello,
As a LA resident who can't take off work on Thursday mornings, I need to make my voice heard. Los Angeles is held back from being the country's best city by lack of useful public transit. NIMBYs have bullied amazing proposals out of consideration. We can't let that happen again.

The Fairfax San Vicente alignment makes the most sense. We have no time to delay. We want usable, convenient metro routes.

Wesley Hart, [redacted]

From: Kate Kigongo [redacted]
Sent: 3/23/2026, 4:09 PM
To: klinenorth@metro.net
Cc: [redacted]
Subject: Support for Metro K Line Northern Extension

Hello Metro,

I am a resident and homeowner in the View Heights neighborhood of the City of Los Angeles, represented by Holly Mitchell and Marqueece Harris-Dawson. I live within walking distance to two K-line stations in Hyde Park and Fairview Heights. I am writing to express my support for the Metro K line northern extension alignment through West Hollywood. I do not support selecting an alternative alignment.

I am, primarily, a driver. However, I take the bus and metro rail whenever I can, especially to destinations like West Hollywood, the Miracle Mile and DTLA where I know I will be going out to dinner or to a bar and will be having alcohol. I am also a part of the Cedars Sinai medical group, and would love to be able to take rail someday to my doctors appointments. I am still waiting for bus priority lanes on La Brea south of Olympic, which were promised years ago and are still not built.

Please don't let a small group of vocal residents in La Fayette Square ruin this opportunity to connect South LA to Central LA. Jobs, health care, destinations. These residents are concerned about vibration and property value loss, even though Metro's own evidence shows that there is no way the deep tunneling will impact their homes.

Please don't let the Mayor's representatives (who should recuse themselves for conflict of interest) stop this project from happening. If Mayor Bass tanks this project, she will tank her career.

Opinions expressed are solely my own and do not express the views or opinions of my employer.

Thank you,
Kate Kigongo
[redacted]

From: Anne Ego [redacted]
Sent: 3/23/2026, 4:46 PM
To: klinenorth@metro.net
Subject: I Support the San Vicente-Fairfax Route for K Line North!

Please include West Hollywood stops on the metro plan!

Thanks!
Anne

From: Kristen Morici [redacted]
Sent: 3/23/2026, 9:27 AM
To: klinenorth@metro.net
Subject:

To the Board in charge of the K line northern extension,

YES. We WANT this extension!

Imagine a place where you can easily access the entire country via train, where every train station is a hub of commerce for grocery stores, restaurants, pharmacies, and shopping where people dont have to wander far from the train route to access their basic necessities and can still make it to their destination easily and conveniently. Guess where that place exists? Japan. I loved there for several years during my young adult years and it changed my view on how public transit COULD be.

LA is not known for convenience nor for easy transit. It is known for sitting in traffic and wasting half of your life in gridlock. But you have the opportunity to improve on that by moving forward with the K Line extension. I would even urge you to start now and complete by the Olympics to take advantage of that major financial opportunity for the K line extension. This expansion would present an affordable alternative to driving or the bus routes. And get more cars off the roads. Especially with gas rising above $6/gallon now. There are only positives for the public good with this expansion.

This extension should happen sooner rather than later and I urge you to take some serious lessons from how the Japanese handles their train transit and their train stations with all the conveniences available and implement it here. Please do not listen to the few who would fight against the betterment of LA. We need this extension. Badly.

Thank you for your time,
Kristen Morici

From: Jonathan Strauss [redacted]>
Sent: Tuesday, March 24, 2026 4:57:44 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

As a homeowner and resident of the Tri-West neighborhood of West Hollywood, I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines. This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents (including our family) when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. Thank you for considering public input on this important decision.

Sincerely,
Jonathan Strauss
West Hollywood

From: Jenna Cobb <[redacted]
Sent: Tuesday, March 24, 2026 5:02:28 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Jenna Cobb
Pasadena

From: Emily Moncata <[redacted]>
Sent: Tuesday, March 24, 2026 5:03:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES on K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

Please do not delay the wonderful K Line Extension! This is a proposal that is well researched and GOOD for workers, businesses, entertainment, and consumers! People who live and work in West Hollywood would love to see this. PLEASE do not delay this train, it's kind of insane it doesn't ALREADY exist.

Why is it the hardest to build infrastructure when most people actually want it? It's always those with the deepest pockets who get the most power and sway over your board and plans for this city, determining when and where we can access public transit, and it's just not fair. YES on K Line Extension!!! This is a huge packed corridor and I can't wait to ride.

Current resident,
Emily Moncata

From: Pearl Shing [redacted]
Sent: Tuesday, March 24, 2026 5:03:31 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Re: K Line Extension's San Vicente-Fairfax Route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro leadership,

The San Vicente-Fairfax route can bridge Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines. Please help change LA's reputation as a public transit joke by approving this route on the K Line extension.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Pearl Shing

From: Cesar Garcia [redacted]
Sent: Tuesday, March 24, 2026 5:19:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

Hope you are doing well, I am not sure if there is meant to be a specific format to the comment, but my comment is, ensure that this project, K Line Northern Extension, is done and completed without additional delay. Individuals arguing in bad faith, and whom Karen Bass seems to value over the people of LA, are trying their hardest to stymy, run up costs, and delay the project that would increase the quality of life and work of thousands. 36 people. Over thousands. Do the math, trust the science, and get it done. People who don't believe in science shouldn't dictate policy, they should go back to school and get an education.

Thank you,

Los Angeles Resident, Cesar Christopher Garcia

From: Amanda Ortland <a[redacted]
Sent: Tuesday, March 24, 2026 5:35:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Fairfax line support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom this may concern,

I am writing in support of the K line extending down Fairfax blvd. It is a central and critical urban connection and is the best choice for a North South transit corridor.

I am an architect and educator at USC and I live in the Fairfax district and I am writing to you in support of this transit connection location.

Sincerely,
Amanda Ortland

From: Hunter Ly <[redacted]
Sent: Tuesday, March 24, 2026 5:39:17 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

From: Dan Shapiro <[redacted]>
Sent: Tuesday, March 24, 2026 5:40:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Dan Shapiro
[redacted]

From: Nico Ahumada [redacted]
Sent: Tuesday, March 24, 2026 5:43:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Do NOT delay K-line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please vote yes on the k-line northern extension!

The people of LA deserve a new train line and you cannot stop progress to submit a new motion or to pander to special interests.

Many on the metro board have a conflict of interest including the mayor.

The board must vote YES to proceed with the k-line northern extension.

Please please please, vote yes and do not introduce any new motions that would delay the project to 2041.

Thank you,
Nicholas A.

From: Steve kifer [redacted]
Sent: Tuesday, March 24, 2026 5:45:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote Yes on K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please vote yes. No more delays.

Thank you,
Steve Kifer

From: Steve kifer [redacted]
Sent: Tuesday, March 24, 2026 5:45:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote Yes on K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please vote yes. No more delays.

Thank you,
Steve Kifer

From: Andrew H [redacted]
Sent: Tuesday, March 24, 2026 5:58:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGENDA #7: FOR K North Extension LPA Approval Part 3

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

AGENDA #7: **FOR** K North Extension (KNE) LPA Approval Part 3

LA Metro Board,

Regarding the planned motion / addendum for the KNE, you have already wasted 18 months and over $2 million delaying the project. And now you're introducing a motion to waste more taxpayer dollars to do what you've already done!

You've already engaged residents and stakeholders in both the initial public comment period, and during the 18 month delay. You've already had metro staff study several additional alignments to reduce easements. You've already identified a community-informed path forward that had the fewest easements. You've already had a 3rd party peer review metro staff's tunneling study. And what facts has your agency revealed? **Noise and vibrations of subway tunnels that deep are beyond the threshold of human perception! They are unnoticeable!** Furthermore:

- "Tunnel easements would not affect"
  - "Property and structures above"
  - "Ability to remodel/develop property"
  - "Historic designation or zoning"
  - "Underground oil and mineral rights"
  - "Property values"

But despite the facts, you're planning on wasting more time and taxpayer money on more discussions, planning, studies, and route options with this motion!

And what's more, your motion is a blatant attempt to indefinitely delay the project! First, it makes the reinitiation of project activities contingent on funding. Second, it delays a phase 1 alignment selection, and asks for EVEN MORE alignment options for the phase 1 section. You can't know how much funding the project needs if there's no alignment chosen!

Homeowners afraid that the tunnels would affect them are like children afraid of a monster under their bed. There is absolutely no factual basis for these fears!

It is shameful to continue to waste millions of taxpayer dollars on these unfounded concerns. Especially when two of the metro board members live in one of the neighborhoods above the tunnel, and one was a former head of the HOA there.

It is also a clear violation of Dupont-Walker's recusal that she attended meetings with Bass and residents regarding the KNE LPA. That is grounds for a corruption probe.

This project is projected to be the busiest light rail line in the country, and you're threatening its completion with these delays for the baseless fears of a few dozen people. You need to read your own staff's studies so that you'll see how ridiculous the concerns of these NIMBY's are.

Approve the KNE LPA with a Hollywood Bowl station, and without addendum.

Andrew

From: James C [redacted]
Sent: Tuesday, March 24, 2026 6:04:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension Support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good evening,

My name is James. I was born in West Hills, raised in Winnetka, and grew up visiting the greater Los Angeles area from Santa Monica to West Hollywood to Koreatown. I am in full support of the proposed K Line extension but the timeline needs to be expedited. Karen Bass claims to show support for the line and her constituents that are in dire need of improved public transit, but is taking action that will only delay the process to 2041 and beyond. We need the project to be expedited and open much sooner.

Please also include MERV-14 filters in this upgrade as clean air is of dire importance with air pollution, seasonal allergies, and disease control.

Thank you for your time.

Best regards,
James

From: Frederick Gonzalez [redacted]
Sent: Tuesday, March 24, 2026 6:15:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comments for General Board Meeting 3/26

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing to comment on the upcoming board agenda meeting set for Thursday March 26 concerning item #7 and express my support of the K-Line metro extension. A expanded metro train system, especially ahead of the 2028 Olympics, will greatly help alleviate the growing and notorious traffic problem in LA. Additionally, borrowing from other transit systems like San Francisco's BART, I would urge Metro to adopt the usage of MERV-14 air filters to help minimize environmental emissions and pollution from the trains. Thank you!

Best,

Frederick Gonzalez

From: Jonathan Eby <[redacted]
Sent: Tuesday, March 24, 2026 6:27:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thanks,

Jonathan Eby
[redacted]

From: Craig Lyn [redacted]
Sent: Tuesday, March 24, 2026 6:33:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Craig
[redacted]

From: Jacob Furgason <[redacted]
Sent: Tuesday, March 24, 2026 6:43:16 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Jacob Furgason



From: Cesar Garcia [redacted]
Sent: Tuesday, March 24, 2026 6:33:25 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board and Political Leaders,
Enough delay—approve the K Line Northern Extension San Vicente-Fairfax alignment now!

As a high school mathematics teacher and a resident of the [redacted] zip code, I live just a short distance from the E Line Expo/Crenshaw stop. My family and I rely on our bikes and public transit to navigate Los Angeles, and we see daily how vital a connected, high-capacity transit network is for our city's future.

It has become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground—a process Metro has executed safely many times before. We cannot afford to prioritize the unfounded concerns of a few over the urgent needs of the many, especially given the escalating dangers of climate change and the inherent risks of a society overly dependent on cars.

West Hollywood is impressively willing to provide 25% of the project cost, a commitment this board should not take for granted. Once built, this will be the busiest light rail line in the country, connecting our region to essential destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North-South link between the B Line and the E Line, and it will have exponential positive effects across the entire Metro system.

For the sake of our environment, our safety, and our students' futures, we need action. NO MORE DELAYS OR STUDIES. Approve the K Line Northern Extension San Vicente-Fairfax alignment. Even better, switch back to the DEIR option so transit riders aren't delayed

during every trip and we don't waste $165M to address non-issues.
Please move this project forward immediately.
Thank you,
Cesar Garcia
[redacted]

From: Andy Portugal [redacted]
Sent: Tuesday, March 24, 2026 6:36:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public comment for Board Meeting Thursday, March 26

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I am a resident of greater Los Angeles and a daily Metro transit rider. I believe it is in the best interest of the greater public of Los Angeles that the K Line northern extension staff recommendation is advanced without delay. LA is in desperate need of this crucial transit line which will be the most popular line by ridership once completed. I am FOR Item #7 without ANY AND ALL delays, including further extensive and costly studies. Please consider the needs of millions of your current and future LA constituents, who will reap major economic and social benefits from this vital project.

Thank you,

Andrew Portugal
[redacted]

From: Jason Enright <[redacted]
Sent: Tuesday, March 24, 2026 6:40:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I encourage you to approve the K Line Northern Extension San Vicente-Fairfax alignment, particularly as West Hollywood is amazingly willing to put up 25% of the project cost — an opportunity this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line, and will create great access to the D line expansion as well! This will have exponential positive effects across Metro's system and ease access to (and reduce vehicle traffic in) areas frequented both by locals and tourists.

Don't delay. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip.

Thank you,
Jason Enright
Metro Rider
[redacted]

From: Michael Totka <[redacted]>
Sent: Tuesday, March 24, 2026 6:48:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26 FOR Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Metro Board of Directors and current mayor Karen Bass specifically,

It is not lost on me that these board meetings occur at a time that is extremely inconvenient if not impossible for the vast majority of people to attend in person, particularly those most reliant on public transportation.

That being said, I am writing to express my frustration and outrage regarding the pace and prioritized alignments of the K Line Northern Extension. For decades, LA has been promised a world-class, connected transit system, yet we are still waiting for a line that actually goes where people need it to go.

Prioritizing a miniscule group of loud residents over the ten million other residents (and millions of taxpaying voters) of this county is ridiculous.

Every year of delay forces residents to endure grueling commutes, unreliable bus transfers, and a lack of access to the economic hubs in West Hollywood and Hollywood. We don't need more studies or "options" that water down the project and waste millions of taxpayer dollars; we need the most direct, high-capacity route, specifically the San Vicente/Fairfax alignment, and we need it built **now**.

Stop prioritizing political convenience over the needs of riders. We need a commitment to:

- **The San Vicente/Fairfax Alignment:** The only choice that maximizes ridership and justifies the cost.
- **A Realistic, Accelerated Timeline:** Stop pushing the finish line further into the future.
- **Direct Accountability:** Show us that LA's mobility is actually a priority, not an afterthought.

The community is tired of excuses. It's time for the Metro Board to stop talking about equity and start building it.

Sincerely,

Michael Totka, Los Angeles Resident

From: Ethan Furman [redacted]
Sent: Tuesday, March 24, 2026 6:55:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Meeting 3/26/26

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, my name is Ethan Furman and I am a resident of East Hollywood, Los Angeles.

I'm emailing about the Metro Board meeting this Thursday, Mar 26. I'm urging the city to SUPPORT the staff recommendation for the K Line Northern Extension and firmly OPPOSE any further delays.

It is unacceptable to risk the country's highest ridership light rail line and hundreds of millions of taxpayer dollars over the scientifically unfounded fears of a few wealthy homeowners.

I am also asking the board to consider the "Cut and Cover" method for constructing this Metro line as it offers numerous benefits over deep tunnel boring. It will cost billions less and be less disruptive to neighborhoods.

Please vote to ADVANCE THE PROJECT without delay. Thank you.

From: Sean Alvarado [redacted]
Sent: Tuesday, March 24, 2026 6:59:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Do not delay the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Do not delay the K Line Extension.

Best,
Sean

From: Ellie [redacted]
Sent: Tuesday, March 24, 2026 7:01:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) PUBLIC COMMENT for 3/26/26 Board Meeting - K Line Extension (Support for Original Plan)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I live very nearby to where the K Line extension is supposed to be built. I'm writing because I am beyond frustrated that our city's transit is being delayed.

It is both appalling and fiscally wasteful that the needs of 29 households are currently being weighed equally against the needs of 50,000+ daily riders. We are talking about 18.2 million rides per year and nearly a billion riders over the life of the project. To jeopardize that level of public benefit, and to waste thousands of commuter hours daily, simply to accommodate the preferences of a few dozen homeowners, is a complete insanity.

I want to address the Lafayette community's concerns directly:

- **Proven Safety:** Metro's own independent Tunnel Advisory Panel has already confirmed that modern pressurized boring machines at depths of 80-120 feet result in zero perceptible impact to surface structures. (See: *Metro Tunneling Safety Report, 2025*).
- **Property Values:** Study after study (including those made on behalf of Southern California Association of Non-Profit Housing) shows that proximity to high-quality fixed-rail transit increases property values and market demand. These homeowners aren't just blocking transit; they are blocking their own neighborhood's economic growth. Literally this project is being funded off the basis of expected increases in property values, concerns otherwise aren't based in reality!
- **Fiscal Insanity:** LA is facing a massive budget deficit. The proposed 18-month delay alone will inflate project costs by millions, and the "options" being discussed to address these 29 homeowners' complaints would add millions more in construction costs for absolutely no public benefit. This preferential treatment is costing the rest of us money we do not have while we are already a billion dollars underwater.

There is absolutely NO reason to delay the line any further or to deviate from the original metro plans. We WANT transit. The city should be listening to the thousands of us who live here and want progress instead of a few with nonsense complaints. Stop wasting time and money.

Ellie
[redacted]

From: Marco Santana [redacted]
Sent: Tuesday, March 24, 2026 7:06:21 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Marco Santana, current CAC Member (for ID purposes), but I write to you today in my personal capacity. I'm writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route. In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

From: Noah Feldman [redacted]
Sent: Tuesday, March 24, 2026 7:12:17 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Noah Feldman

From: Tyler Dinslage [redacted]>
Sent: Tuesday, March 24, 2026 7:12:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro K line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please approve the K line northern extension. This line cannot be allowed to wither on the vine to appease a few unfounded worries like has happened for the southern extension. Tunneling has proven to be safe, non-disruptive and cost effective all over the world and here in LA for decades. It is unconscionable to consider delaying or modifying the alignment of this critical project any longer because metro leadership refuses to listen to the scientifically sound conclusions of its own engineers in deference to a few residents that will never know if the line is being built or running.

As a South Bay resident living near the southern terminus of the line, this extension would open up access so much more of the city without resigning to a soul sucking congested drive. The northern extension has the potential to become the crown jewel of LA light rail, it needs to happen!

Thank you for the consideration and for continuing to propose rail expansion and access. Let's build a better LA!

Tyler Dinslage

Sent from my iPhone

From: Noel Almani <[redacted]>
Sent: Tuesday, March 24, 2026 7:28:03 PM
To: Board Clerk <BoardClerk@metro.net>; Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) K line don't delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Please submit this email as written public comment for the upcoming Board of Directors meeting on March 26, 2026.
I am writing to express my strong support for the K Line Northern Extension and to urge the Board to vote in favor of selecting the San Vicente-Fairfax alternative.
This project is crucial for connecting our communities, improving access to jobs and housing, and providing a viable transit alternative to the 405 freeway. The San Vicente-Fairfax route offers the highest ridership potential and directly serves dense residential and employment areas that need this infrastructure most.
It is time to move past delays and finish the line. I urge the Board to approve this extension and move it into the next phase of planning and design.
Thank you for your time and consideration.
Sincerely,

Noel Almani
North Hollywood California

From: Marcus Mendez [redacted]
Sent: Tuesday, March 24, 2026 7:29:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Board Clerk,

As a native Angeleno please pass the K Line North Extension. Other cities have functional mass transit and we need to step up and continue expanding our transit. I vote in favor for the K line north extension.

Sincerely,
Marcus Mendez

From: Victoria Lautman [redacted]
Sent: Tuesday, March 24, 2026 7:39:40 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Victoria Lautman
[redacted]

From: Matthew Rock <[redacted]
Sent: Tuesday, March 24, 2026 7:55:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Vote yes.

Stop the corruption

From: Kathryn R. <[redacted]
Sent: Tuesday, March 24, 2026 7:56:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing to urge the Metro Board to approve the staff recommendation for the selection of a Locally Preferred Alternative (LPA) for the K Line Northern Extension. This project has great benefits to the city's residents that should not be blocked by unevidenced claims. We are decades behind other cities in having a modern public transit system, and connecting areas like West Hollywood would be a huge step forward in the coverage of public transit.

Please approve this recommendation.

Thank you,

Kathryn Ryan
CD5

From: Jehangir Dastur <[redacted]>
Sent: Tuesday, March 24, 2026 7:56:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support Item 7 / K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Planning and Programming Committee,

I enthusiastically support staff's recommendation for the K Line Northern Extension San Vicente-Fairfax route, and encourage you to approve it!

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Please approve this item so we can move this project forward.

NO DELAYS!

Thank you,
Jehangir Dastur
[redacted]

Sent from my iPhone

From: [redacted]>
Sent: Tuesday, March 24, 2026 8:04:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Metro K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

I'm writing to voice my support for the K Line extension. This train would service parts of LA that desperately need more transit options. I truly believe that as a world class city, LA is severely behind when it comes to transit, and the excuse of the city being too spread out instead of dense is not good enough. We can and should continue to build options that will make a huge difference in the daily lives of Angelenos.

Sincerely,

Genevieve Projansky

Sent from my iPhone

From: Stefan Geyer [redacted]
Sent: Tuesday, March 24, 2026 8:07:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item #7 - K Line San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello I'm writing in favor of Item #7, the San Vicente-Fairfax alignment of the K line.

I am a resident of the West Hollywood area and this is critically needed connectivity for our city and the LA Metro as a whole.

We need this - without delay!

From: Jennifer Hoang [redacted]
Sent: Tuesday, March 24, 2026 8:07:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, my name is Jenn Hoang and I am a resident of East Hollywood, Los Angeles.

I'm emailing about the Metro Board meeting this Thursday, Mar 26. I'm urging the city to SUPPORT the staff recommendation for the K Line Northern Extension and firmly OPPOSE any further delays.

It is unacceptable to risk the country's highest ridership light rail line and hundreds of millions of taxpayer dollars over the scientifically unfounded fears of a few wealthy homeowners.

I am also asking the board to consider the "Cut and Cover" method for constructing this Metro line as it offers numerous benefits over deep tunnel boring. It will cost billions less and be less disruptive to neighborhoods.

Please vote to ADVANCE THE PROJECT without delay. Thank you.

From: Kenya Dog [redacted]
Sent: Tuesday, March 24, 2026 8:28:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: K Line Extention North

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

There is a blatant influence of Jackie DuPont-Walker on Mayor Karen Bass, who is on the metro board. There is a MAJOR conflict of interest, as the already extensively studied and disproven to be less disruptive alignment specifically avoids Lafayette Square, including DuPont-Walker's residence, a blatant violation of California State Law, as shown in this link (https://www.instagram.com/reel/DWSAmU8Enw4/?igsh=NTc4MTIwNjQ2YQ==). Please take this conflict of interest into account during discussion and voting

On Mar 19, 2026, at 3:54 PM, Kenya Dog [redacted] > wrote:

FOR Item Number 7. (Hybrid Alignment) Please consider a Cut & Cover method of digging, as per Nick Andert

-Thank You

From: helen eigenberg [redacted]
Sent: Tuesday, March 24, 2026 8:29:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR for item 7 (K Line Northern Extension)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board,

I am writing in strong support of the San Vicente-Fairfax alignment as recommended---with no amendments and no delays.

This project will be transformational — connecting our rail system, strengthening our economy, and finally serving one of the densest parts of Los Angeles.
It will create over 10,000 union jobs and connect people to 125,000 jobs within walking distance of stations.
For people without a car — seniors, young people, people with disabilities — this is access to opportunity.
We've heard commitments to move this project forward full steam ahead.
Full steam ahead means no delays. No changes that slow this down.

Enough with delays and studies. Stop the politics.

Move forward with the project and do right by the city of Los Angeles and its residents.

Kindly,
Helen Eigenberg
[redacted]

From: Scott McNeely [redacted]
Sent: Tuesday, March 24, 2026 8:29:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line Ext

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Vote NO.

Instead, look into PRT as an alternative. Its faster and cheaper to build, and has a smaller footprint.

[redacted]

From: Alexanderra C Totz [redacted]
Sent: Tuesday, March 24, 2026 8:49:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) San Vicente-Fairfax Route for Metro K Line North - Upcoming Board meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm writing in favor of the above.

As now a former Angeleno and a new WeHoite, I believe that this proposal is critical for ensuring Los Angeles City and County shift towards both saner transportation culture/habits/infrastructure and moreover a saner, healthier urban environment.

Karen Bass is an incompetent, backwards-minded idiot, which is as plain as any ordinary sunny L.A. day, given the ever faster deterioration of the City's infrastructure, economy and socio-cultural life and image. What's more, I can say with practically 100% certainty that the homeowning opponents to this proposal in Mid-City are privileged, economically and likely racially prejudiced individuals (due in part to the ongoing socio-political-economic cancer that was/is Prop 13).

In case they are textually or visually illiterate or both, someone (not Karen Bass) should inform them that we are living in the 21st century. Hence even with and despite the seismological issues that are part and parcel of our lives here, there must certainly be engineering solutions that the City and County can both reassure these opponents with and provide to their communities that will ensure both reliable rapid transit service in their midst and the stability and safety of their homes.

--
Blessings and best,

Alexanderra C Totz (they/them)

From: Padric Gleason <[redacted]
Sent: Tuesday, March 24, 2026 8:50:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the K Line Extension – San Vicente/Fairfax

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro Board Members,

Please approve the K Line Extension using the San Vicente–Fairfax route. Do not delay. Finish the line!

Your staff have already done the work. They are trained professionals using data and planning expertise, and they recommend this alignment. The Board should follow that recommendation.

West Hollywood wants transit and is willing to support it. This route serves real demand and connects a major gap in the system. That is exactly where we should be investing.

We cannot keep letting a small group of opponents slow down projects that benefit the region. Concerns about construction can be managed. They are not a reason to stop or delay a project that will serve the city for decades.

With the Olympics coming, it is still not possible to get from LAX to major destinations like West Hollywood by rail. That's unacceptable for a global city.

I lived more than a decade without a car. I only bought one recently because it's not possible for me to get to work by transit in Los Angeles. That needs to change. Approve this route and move forward.

Padric Gleason
[redacted]

From: Soren Larsen-Dierking [redacted]
Sent: Tuesday, March 24, 2026 8:58:32 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay—approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing north-south link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option, so transit riders aren't delayed each trip, and we don't waste $165M to address non-issues.

Thank you,
Soren David Gabriel Larsen-Dierking


From: Cristina Angarola [redacted]
Sent: Tuesday, March 24, 2026 8:53:02 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR the K Line item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

The K Line is needed desperately to take transportation in LA into the future.

Regards,
Cristina Angarola
[redacted]

From: Sarinea [redacted]
Sent: Tuesday, March 24, 2026 8:59:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Meeting on Thu 3/26/2026 at 10am

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I'm writing in **support** of the proposed
K Line Northern Extension (KNE) and encourage prioritizing this critical infrastructure for immediate transit equity.

Further, I encourage LA Metro xpedite and eliminate all delays and accelerate the schedule to meet regional climate and accessibility targets.

I also encourage LA Metro to install MERV14 filters on all their trains. Currently the MERV8 filters being used are insufficient and require upgrading. BART trains in San Francisco are already supplied with MERV14 filters. Let's match their standard.

Kind regards,
Sarinea Meserkhani

From: S. Meserkhani [redacted]
[redacted] March 24, 2026 9:03:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Meeting on Thu 3/26/2026 at 10am - #2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I'm writing in support of the proposed
K Line Northern Extension (KNE) and encourage prioritizing this critical infrastructure for immediate transit equity.

Further, I encourage LA Metro expedite and eliminate all delays and accelerate the schedule to meet regional climate and accessibility targets.

I also encourage LA Metro to install MERV14 filters on all their trains. Currently the MERV8 filters being used are insufficient and require upgrading. BART trains in San Francisco are already supplied with MERV14 filters. Angelenos deserve that same standard for our air quality on public transit.

Best,
Sylvia Meserkhani

From: Mark Li [redacted]
Sent: Tuesday, March 24, 2026 9:10:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26/26 Metro Board meeting: Support Item 7 and Approve the K-Line extension without anymore delays!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board:

I support Item 7 for the 3/26/26 Metro Board meeting. Please APPROVE the San Vicente-Fairfax alignment for the K Line northern extension. We don't need any more delays or studies on this.

I've lived in LA county for 25 years, and this will be a very important addition to LA's infrastructure.

Thank you,

Mark Li

From: Brian Clark [redacted]
Sent: Tuesday, March 24, 2026 9:11:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Please submit this email as written public comment for the upcoming Board of Directors meeting on March 26, 2026.

I am writing to express my strong support for the K Line Northern Extension and to urge the Board to vote in favor of selecting the San Vicente-Fairfax alternative.

This project is crucial for connecting our communities, improving access to jobs and housing, and providing a viable transit alternative to the 405 freeway. The San Vicente-Fairfax route offers the highest ridership potential and directly serves dense residential and employment areas that need this infrastructure most.

It is time to move past delays and finish the line. I urge the Board to approve this extension and move it into the next phase of planning and design.
Thank you for your time and consideration.

Sincerely,
Brian Clark, Metro Rider
Downtown Los Angeles, CA

From: Narissa Petchumrus [redacted]
Sent: Tuesday, March 24, 2026 9:20:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for LA Metro's K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board,

I encourage you to approve the Metro Staff-recommended K Line Northern Extension San Vicente-Fairfax alignment, particularly as West Hollywood is amazingly willing to put up 25% of the project cost — an opportunity this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Medical Center, LAX Airport, The Grove, West Hollywood, the Hollywood Bowl. This line is the missing North/South link in Central LA between the B Line and E Line, and will create great access to the D line expansion as well! This will have exponential positive effects across Metro's system and ease access to (and reduce vehicle traffic in) areas frequented both by locals and tourists.

Please don't delay. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip.

Thank you,

Narissa Petchumrus
Pronouns: They, them, theirs
CEQA Project Manager at the CA Public Utilities Commission
MPP-MEM Graduate Duke University
UCLA Alumni
[redacted]

From: Tim Jones [redacted]
Sent: Tuesday, March 24, 2026 9:23:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Approve The K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I encourage you to approve the Metro Staff-recommended K Line Northern Extension San Vicente-Fairfax alignment, particularly as West Hollywood is amazingly willing to put up 25% of the project cost — an opportunity this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Medical Center, LAX Airport, The Grove, West Hollywood, the Hollywood Bowl. This line is the missing North/South link in Central LA between the B Line and E Line, and will create great access to the D line expansion as well! This will have exponential positive effects across Metro's system and ease access to (and reduce vehicle traffic in) areas frequented both by locals and tourists.

Please don't delay. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip.

Thank you,
Tim Jones, LA-city Resident

From: Zoe Ward [redacted]
Sent: Tuesday, March 24, 2026 9:34:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) No delays on the K line extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am a resident of Jefferson Park, a member of the WGA union, and a mother of two. I have lived in LA for over a decade and have the good fortune to be raising two young children in this beautiful city. My only regret about building my life here has been the fear that my children will not experience the sense of freedom, autonomy, and community that I had when I was a teen in a midsize city with a robust and comprehensive public transit system. REAL public transit—not the gerrymandered, delayed, spotty patchwork that this city has suffered under until so recently—does more than deliver a passenger from Point A to Point B. It communicates a city's identity and creates new possibilities for a broader, more inclusive, more innovative civic life. I want my teenagers to be able to safely get themselves to a show at the Hollywood bowl with a group of friends, wander around WeHo without a chaperone burning gas on a side street, experience all the sights and sounds of this beautiful city under their own steam, without an out-of-touch adult determining the itinerary. Young people plus public transit is the equation for a city's longevity and its sparkle, and I desperately want my own kids to be a part of that future. Please don't delay the train. We are so close to finally doing the right thing for LA, and my kids are only young once.

Sent from my iPhone

From: Stephanie Dziczek [redacted]
Sent: Tuesday, March 24, 2026 9:36:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support the K line northern metro extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi!

I am a Mid City resident ([redacted] and I was so excited to learn about the proposed extension of the metro up San Vicente to big, impactful stops for jobs and culture. We could even take it to the Hollywood Bowl which always causes absolute gridlock and is ideal for mass transit.

I also learned that there are a handful of NIMBY folks in Lafayette Square who don't like the proposal because they worry about their property values? That is insane. The tunnel will be so so deep, and if they don't like it, they can sell their properties in the next 15 years before work begins.

I would be IRATE if this incredible opportunity of city planning were thwarted by an emotional few who have complaints that are not even backed by data. Please please have a backbone and do what's right for millions of people in this city.

I am incredibly excited to support the future of Los Angeles. I hope you will too!

Sincerely,
Stephanie Dziczek

From: chris kearney [redacted]
Sent: Tuesday, March 24, 2026 9:40:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

I am a resident of Los Angeles and I am writing to strongly SUPPORT the staff recommendation for the K Line Northern Extension Locally Preferred Alternative and to urge you to vote YES at the March 26, 2026 Board meeting.

This project will provide a critical north–south rail connection from the E Line to Hollywood, linking to the B, C, D, and E Lines and serving major destinations, jobs, and neighborhoods in Mid-City and West Hollywood. It will improve access to employment, healthcare, and entertainment while reducing traffic and emissions in some of the region's most congested corridors.

I am very concerned that construction funding is not scheduled until 2041, with service not expected until approximately 2047–2049. Please do everything possible to avoid any further delay and to pursue strategies to accelerate funding and delivery of the K Line Northern Extension so that these communities do not have to wait decades longer for high-quality transit.

Thank you for your consideration and for your work to improve mobility for all Angelenos.

Sincerely,
Christopher Kearney
[redacted]

From: Justin Orkin [redacted]
Sent: Tuesday, March 24, 2026 9:45:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't delay the K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please know that a lot of people want this project to be finished without appeasing a few people that won't impact them one bit. Mayor Bass' own reports have proven that the depth they are tunnelling will not affect them or their property. But having to do more unnecessary studies that delay the project will affect the lives of millions of people in LA.
Justin

From: Joaquin Gonzalez [redacted]
Sent: Tuesday, March 24, 2026 9:49:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment re: K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Joaquin Gonzalez and I work in the South Bay near the K line, with my closest station to work being Mariposa station. I am writing in support of the San Vicente-Fairfax alignment for the K Line Northern Extension, as it was presented in the Draft Environmental Impact Report (DEIR). This project will be transformative to the area. Personally, I am especially excited about the prospect of the K line connecting to the D line and the B line, which will greatly expand options for travel on the Metro system. I am also excited about the K line extending to the Hollywood Bowl as Metro Staff recently recommended, as it would be excellent for avoiding traffic to events at the Bowl. The San Vicente-Fairfax alignment clearly has the most potential ridership owing to the large number of important destinations it reaches as was found by the studies done for the DEIR.

The DEIR alignment with the Hollywood Bowl station is in my opinion the best of the options before the Board and I urge the Board to approve that alignment at their Thursday March 26th meeting. At this point, there have been years of studies put out by Metro Staff on the many possible alignments for this line and it is clear that the quickest, most fiscally responsible option is the DEIR alignment. Delays have also been shown to result in cost increases for major infrastructure projects, so in the interest of taxpayers, it would be best to approve the DEIR alignment now so that funding can be procured and construction can start.

Thank you,

Joaquin Gonzalez

ment

From: andrew.weisz [redacted]
Sent: Tuesday, March 24, 2026 10:08:14 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Andrew Weisz
Hollywood

From: Diego Tamayo <[redacted]
Sent: Tuesday, March 24, 2026 10:13:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) 3/26/26 Metro Board Meeting Agenda Item #7 - K Line Extension (KNE) - Locally Preferred Alternative (LPA)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

My name is Diego Tamayo and I am a Westwood resident and UCLA student who relies on the LA Metro rail network every week. **I am FOR Agenda Item #7: approving the K Line Extension Locally Preferred Alternative (San Vicente-Fairfax) without delay.**

I urge board members considering voting for Bass's motion to reconsider. Jacquelyn DuPont-Walker's lobbying of LA Metro Board members while simultaneously owning property within the LPA alignment is a conflict of interest. **Voting in favor of Bass's motion would undermine public trust and transparency. I instead encourage board members to support building high-quality transit for riders like myself and millions across Los Angeles without delay.** The San-Vicente Fairfax vital corridor is essential for accessing jobs, education, and major destinations such as LAX, Cedars-Sinai, West Hollywood, and the Hollywood Bowl.

Metro staff have conducted extensive analysis to identify the LPA that minimizes community impacts, including tunneling at 90-ft depths designed to avoid surface disruption. **Similar noise and vibration concerns were raised during the D Line Extension in Beverly Hills, and tunneling has proceeded successfully without harm to surrounding properties.**

Delaying this project's construction start date *from 2029 to 2041* despite these findings would undermine years of technical study and hundreds of millions in taxpayer investments. **I urge the Metro Board to approve the K Line Extension now to begin construction on what will become the most ridden light rail in the U.S.** I hope to

ride the K Line to the Hollywood Bowl in my lifetime.

Thank you for your consideration.

Sincerely,

Diego Tamayo
[redacted]

From: Anne Freiermuth [redacted]
Sent: Tuesday, March 24, 2026 10:19:55 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

Please make decisions based on the needs of MILLIONS of Angelenos and SCIENCE not the desires of one small group of powerful residents.

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Anne Freiermuth
Brentwood

From: Hrach Sargsyan [redacted]
Sent: Tuesday, March 24, 2026 10:23:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public comment for Metro Board Meeting 3/26/26, FOR ITEM 2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

As an LA county and LA city resident I **SUPPORT** the **K LINE NORTHERN EXTENSION (KNE) - LOCALLY 2025-0846 PREFERRED ALTERNATIVE (LPA).**

MY POSITION IS **FOR** ITEM **2025-0846** K LINE NORTHERN EXTENSION (KNE) - LOCALLY 2025-0846 PREFERRED ALTERNATIVE (LPA).

The city of Los Angeles needs an extended and accessible subway, the city is overwhelmed by traffic. People are exhausted from the noise pollution and the traffic jams. We deserve a better way of commuting!

Additionally, the city of West Hollywood is completely disconnected from the subway system, this proposal will connect the residents to the main subway line and to the Metro Transit Center of LAX, which is NEEDED.

Best,
Hrach Sargsyan

From: Aryan Ray [redacted]
Sent: Tuesday, March 24, 2026 10:42:53 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Aryan Ray
Diamond Bar (unfortunately)

From: Michelle Stevens [redacted]
Sent: Tuesday, March 24, 2026 10:44:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the K Line and save lives

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I encourage you to approve the Metro Staff-recommended K Line Northern Extension San Vicente-Fairfax alignment, particularly as West Hollywood is amazingly willing to put up 25% of the project cost — an opportunity this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Medical Center, LAX Airport, The Grove, West Hollywood, the Hollywood Bowl. This line is the missing North/South link in Central LA between the B Line and E Line, and will create great access to the D line expansion as well! This will have exponential positive effects across Metro's system and ease access to (and reduce vehicle traffic in) areas frequented both by locals and tourists. Plus with gas prices going up - this is needed. And a lot of people would rather take the K line instead of drinking and driving from West Hollywood.

Please don't delay. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip.

Thank you,
Michelle Stevens

Thanks,
Michelle Stevens
[redacted]

From: Sarah Jackson [redacted]
Sent: Tuesday, March 24, 2026 10:46:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Crenshaw Row

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair and Members of the Metro Board,

I am writing as a resident of the Mid-City area to express my strenuous opposition to the proposed **"Crenshaw ROW: Option 2"** (the $136M Diversion) for the K Line Northern Extension. While I fully support the staff-recommended San Vicente-Fairfax alignment, the inclusion of a costly "S-curve" to bypass 33 homes in Lafayette Square is an unacceptable use of public funds.

This diversion is deeply concerning for several reasons:

- **Lack of Scientific Justification:** Metro's own peer-reviewed tunneling studies and decades of operational data from the B and D Lines prove that deep-bore tunneling at 80–120 feet is undetectable at the surface. There is no engineering or safety data to suggest that these 33 homes require a $136M bypass while thousands of other Angelenos safely reside above Metro's existing 35-mile tunnel network.
- **Preferential Treatment:** Approving a hundred-million-dollar diversion for a small group of influential residents—at a time when Metro is facing significant budgetary pressures—smacks of preferential treatment. It sets a dangerous precedent that specific neighborhoods can "opt-out" of regional infrastructure at the expense of the general taxpayer.
- **Economic Impact on the Pico Corridor:** The K Line is the primary engine for the long-overdue redevelopment of the Pico Boulevard corridor. By diverting funds and increasing the complexity of the "direct" route, you risk delaying the revitalization of Midtown Crossing and the surrounding business district.
- **Degradation of Service:** Metro's own reports indicate that this diversion adds unnecessary travel time for every future rider. We should be prioritizing the fastest, most efficient connection between South LA, the Museum District, and Hollywood, not compromising the rider experience to satisfy unverified vibration concerns.

I urge the Board to reject **"Option 2"** and any further motions for delay. Please approve the staff-recommended alignment as originally studied in the 2024 Draft EIR. Our community deserves a project built on data and equity, not on special favors.

Sincerely,

Sarah Jackson

Sent from my iPhone

From: [redacted]
Sent: Tuesday, March 24, 2026 10:55:05 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Erik Rodriguez
Hollywood

Sent from my iPhone

From: Tiberius Wehrly [redacted]
Sent: Tuesday, March 24, 2026 10:58:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

I am writing to express my support for extending the K Line, particularly north through West Hollywood. I've ridden the metro since I first moved to Los Angeles, and seeing the recent growth over the past several years has been a breath of fresh air.

Los Angeles has been in need of alternative forms of transportation for a very long time, and it is great to see plans to expand rail within the city. However, I've noticed a worrying trend within the metro board: cowardice in the face of NIMBY rage. In the case of the K line south extension, a small but angry contingency of homeowners was able to add hundreds of millions of dollars and years of delay to the project, despite its plan to use existing rail ROW. It is simply illogical to have added cost to a project when a viable alternative exists.

It appears the K Line North Extension may be subject to a similar fate. A loud, but small contingent of homeowners have again thrown around baseless claims casting doubt on certain parts of the project.

Remember:

1. An underground rail is the least disruptive form of transportation infrastructure to the existing neighborhood. The days of Robert Moses bulldozing neighborhoods to build interstates is long behind us. This project is not that.
2. Construction is temporary, and modern tunneling practices are mindful of hazards, including vibration and land movement. The D Line extension tunneled through literal tar pits and under some of the most precious museums in the city successfully.
3. Metro routinely goes out of its way to be mindful of the neighborhoods in works and expands in. The K Line South LPA included walking paths and replacing existing freight train grade crossings, and the K Line North plans include similar concessions.

Thank you for considering my comments. Please vote logically, reasonably, and approve this project's extension to the north (and also south, but that's not being voted on currently).

Tiberius Wehrly

From: Christina Fan <[redacted]
Sent: Tuesday, March 24, 2026 10:58:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the K Line extension, please!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am a resident of Los Angeles and ask you kindly to please approve the K Line extension, without delays.

I believe in the power of public transportation to benefit the many and transport people safely and sustainably. I would love to rely less on cars and extend this essential transportation option to LA.

Thank you for your consideration!

From: Chris Reyes [redacted]
Sent: Tuesday, March 24, 2026 11:05:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Item #7 - K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'll keep it brief: I would like to express my support FOR the staff recommendation on the K Line extension (Item #7). This is an essential project for moving Los Angeles into the future and helping us catch up to other major cities in terms of public transportation.

- Christopher Reyes

From: Ryan Byrd [redacted]
Sent: Tuesday, March 24, 2026 11:08:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Against Option 2 - K line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Member,
I am a resident of Lafayette Square which is a historical Black neighborhood in Mid City, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes older than 100 years old, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving the Mid City community within miles—cutting off access to essential services which will cause a food desert.

The Mid City neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities especially West Hollywood which has full access within a small radius to grocery stores and pharmacies. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Ryan Byrd
Sent from my iPhone

From: Tavis Gray Vannucci <[redacted]>
Sent: Tuesday, March 24, 2026 11:23:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Public Comment - Approve Item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

As a Metro user and Angeleno, I beg you and fellow leaders to approve the K Line Northern Extension San Vicente-Fairfax alignment. This city is in desperate need of funded and expedient public transportation projects that serve the community. Further delays are unacceptable.

Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Expand Metro. Create a legacy for your time serving the public that actually serves the public.

Thank you,

Tavis Vannucci
[redacted]

From: Asari [redacted]
Sent: Tuesday, March 24, 2026 11:27:13 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Crenshaw North <CrenshawNorth@metro.net>; kathryn@bos.lacounty.gov <kathryn@bos.lacounty.gov>
Subject: (EXTERNAL) Item# 2025-0846 - Public Comment on K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Greetings,

My name is Asari and I am a college student in Claremont, and a frequent commuter on the LA Metro system. I'm calling about the Metro Board meeting this Thursday, March 26. I'm urging Kathryn Barger to support the staff recommendation for the K Line Northern Extension, item# 2025-0846, and firmly oppose any further delays.

It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to advance the project without delay. Thank you.

Sincerely,
Asari

From: Manuel Hernández [redacted]
Sent: Tuesday, March 24, 2026 11:29:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Extension to the Hollywood Bowl

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

It has come to my attention that everyone who is involved w/ expanding public transit isn't really trying to expand public transit at all. I'm still livid that the K Line South Extension will have the possibility of the Hawthorne alignment due to fearmongering, and we are doing this again with the K Line North project. I also fear that this group is colluding w/ this and many other projects that we ***should*** be expanding elsewhere: such as, but not limited to: Southeast Gateway, the E Line extension to Whittier, and the possible Vermont Heavy Rail Line to alleviate the ridership from Line 204.

Leading the collusion is Jacquelyn Dupont-Walke, who is leading the Lafayette Square "coalition" and is letting her people know that they would rather implement a freeway in their backyards because they love their cars instead. With that being said, if there really is collusion, there should be an independent investigation as to why that is because this isn't working. We need competent people who will run this agency; not to mention, cancelling or postponing this proponent will set a precedent that you are not into expansion and that you don't want to create more jobs within the Metro Rail system - custodians, track inspectors, train operators, supervisors, controllers, etc.

I urge you to vote for the extension and to help West Hollywood out plus having a branch for a possible light rail line on Santa Monica Boulevard because they also need improvements to get around town. We need options to get around town, not being handicapped by a few "homeowners" who are worried for absolutely nothing.

From,

Manuel H.

From: Salvador Alatorre [redacted]
Sent: Tuesday, March 24, 2026 7:45:15 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

Sent from my iPhone

From: Aaron Ball [redacted]
Sent: Wednesday, March 25, 2026 12:10:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Extension of K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the LA Metro Board clerk,

My name is Aaron Ball, and I am writing this letter to express support for extending the Metro K Line through West Hollywood to the Hollywood Bowl. I think that this is an absolute necessity for the city of LA, and can help to reduce traffic especially in this area.

I understand with your current timeline, the project may not be completed until 2049. This must not be the case. This project must be given high priority and be developed within the decade, as public transport will only become more and more necessary.

Los Angeles just needs more trains, increased bus service, and overall more low fare public transportation.

Aaron Ball

Aaron Ball
[redacted]

From: Julian Hicks [redacted]
Sent: Wednesday, March 25, 2026 12:30:43 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I urge you to approve the K Line Northern Extension using the San Vicente–Fairfax alignment without further delay.

The community process has been thorough. Metro has repeatedly demonstrated that deep-bore tunneling — over 100 feet below grade — poses negligible surface impact, consistent with its track record across the system. Continued study cycles are unlikely to produce new information, and each one costs time and public trust.

West Hollywood's commitment to fund 25% of project costs is extraordinary and should not be treated as indefinitely patient. This level of local investment deserves a decisive response.

The completed extension will connect the B Line and E Line with a north-south spine the system currently lacks, serving Cedars-Sinai, The Grove, West Hollywood, and the Hollywood Bowl. The ridership projections make the case on their own — this has the potential to become one of the highest-performing light rail corridors in the country, with network effects that strengthen the entire system.

I would also encourage the Board to revisit the original DEIR alignment, which avoids the operational penalties and estimated $165 million in additional costs introduced by later alternatives to address concerns that tunneling evidence does not support.

As a resident of the 90035 area who has waited over a decade for the D Line to reach my part of the city, I ask that you not let the K Line follow the same path of indefinite deferral. Approve this alignment and build it.

Thank you,
Julian Hicks
[redacted]

From: kent Strumpell [redacted]
Sent: Wednesday, March 25, 2026 12:37:28 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please expedite the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

The K Line Extension with the San Vicente-Fairfax Route will be a vital transit link in the Mid City area, serving dense population centers, the Cedars-Sinai medical district, Weho, the Design District, Hollywood and, at long last, the Hollywood Bowl!

I urge you to support this as the locally preferred alternative and take all steps to move this project forward as rapidly as possible.

Thank you,

Kent Strumpell
[redacted]

From: Leon Cosgrove [redacted]
Sent: Wednesday, March 25, 2026 12:45:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item #7: Support the San Vicente/Fairfax alignment!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To my friends on the L.A. Metro Board,

I am a transit-dependent student and full-time retail employee. I love taking the L.A. Metro around my city. I love that L.A. offers its people so many ways to get around. ***Please continue this good work!***

I am FOR Item #7 – Please vote FOR Item #7!

Best regards,
Leon Cosgrove
Lifelong and proud Angeleno.

From: Brian Crumpley [redacted]
Sent: Wednesday, March 25, 2026 1:08:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension Now

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Tired of LA electeds delaying the spending of OUR tax dollars on pre-approved projects because of influence in the committee. Pass the plan, don't listen to the mayor. We are paying attention

From: Julian Bertet [redacted]
Sent: Wednesday, March 25, 2026 1:17:35 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) In support of the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

I'm writing to express my support in construction of the K-Line Northern extension. As a lifelong Angelino, I want to live in a city with a robust public transit network. In constructing the K-line extension, Los Angeles will be one step closer to having a metro service that rivals other world-class cities. In doing so, access to healthcare, jobs, and housing will become more available to the average individual. And amid rising gas prices, having a viable alternative to driving is a no-brainer.

I strongly urge approval of this project.

Thank you for your consideration.

Best,

Julian Bertet
Studio City, CA
[redacted]

From: Joe Lujan [redacted]
Sent: Wednesday, March 25, 2026 2:09:58 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Joe Lujan
[redacted]

Sent from my iPhone

From: Ryan Steppe <[redacted]>
Sent: Wednesday, March 25, 2026 2:45:02 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public comment Re: Board of Directors - Regular Board Meeting - 10:00 AM Thursday, March 26, 2026

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

MEETING NAME: Board of Directors - Regular Board Meeting

MEETING DATE: 10:00 AM Thursday, March 26, 2026

ITEM # 7: GENERAL COMMENT

SUMMARY: Support the DEIR alignment and stop delaying K Line North over unscientific concerns.

FULL COMMENT:

Dear Metro Board of Directors,

I am writing to express my serious concern regarding the motion to amend currently circulating ahead of the Metro Board's vote on the K Line Northern Extension.

On Monday, March 23, Mayor Bass issued a public statement declaring her support for the project and her intention to vote for it to move "full steam ahead." It is therefore deeply troubling that she has simultaneously drafted a motion to amend that would undermine that commitment — specifically by reducing the likelihood that West Hollywood and LA County will advance the required funding in a timely manner.

I urge the board to adopt the DEIR-recommended alignment through Mid City. The alternative routes carry an additional cost of at least $165 million — a figure that exists solely to accommodate the objections of a small number of property owners along the surface alignment. Environmental and engineering analyses consistently demonstrate that properly constructed transit tunnels produce vibration levels well within accepted safety thresholds, with negligible impact on surface structures. To spend $165 million in scarce public funds to accommodate objections that are unsupported by the evidence — funds that could otherwise be directed toward additional stations, improved service frequency, or other critical infrastructure needs — is an indefensible use of taxpayer money, particularly for a project intended to serve hundreds of thousands of Angelenos who depend on reliable regional transit.

The K Line Northern Extension is a $15 billion investment in the future of this city. It deserves to be treated as such. I urge the board to pull the motion to amend, support staff's original recommendation, return to the DEIR alignment, and vote to move this project forward without delay and without further deference to a small number of objectors whose concerns are wholly contradicted by the available science and engineering record.

Respectfully,

Ryan Steppe, M.P.H.

[redacted]

From: Ryan Japan [redacted]
Sent: Wednesday, March 25, 2026 5:01:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board comments for 3/26/2026 Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

For item # 2025-0846, I am very much For the proposal, as the recommended San Vicente-Fairfax alternative with a Hollywood Bowl station scores the best on all relevant factors and will serve the community in a way the others simply cannot.

For item # 2026-0042, I am For the proposal to ensure access to the meeting for those who cannot attend, as well as to ensure transparency.

For item # 2026-0015, I am For the proposal as it ensures that many necessary transit projects are funded by the FTA.

For item # 2026-0120, I am For the proposal to ensure all advisory committees are ethically above board.

For item # 2026-0232, I am For the proposal to ensure LA Metro and the necessary projects it is overseeing are funded properly.

For item # 2026-0234, I am For the proposal to ensure a new station to allow Pico Rivera commuter/regional rail access.

For item # 2026-0159, I am For the measure to allow LA Metro stakeholders access to ensuring LA Metro board transparency and representation.

Thank you so much.

From: Meghan Mather [redacted]
Sent: Wednesday, March 25, 2026 5:02:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board comments for 3/26/2026 Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

For item # 2025-0846, I am very much For the proposal, as the recommended San Vicente-Fairfax alternative with a Hollywood Bowl station scores the best on all relevant factors and will serve the community in a way the others simply cannot.

For item # 2026-0042, I am For the proposal to ensure access to the meeting for those who cannot attend, as well as to ensure transparency.

For item # 2026-0015, I am For the proposal as it ensures that many necessary transit projects are funded by the FTA.

For item # 2026-0120, I am For the proposal to ensure all advisory committees are ethically above board.

For item # 2026-0232, I am For the proposal to ensure LA Metro and the necessary projects it is overseeing are funded properly.

For item # 2026-0234, I am For the proposal to ensure a new station to allow Pico Rivera commuter/regional rail access.

For item # 2026-0159, I am For the measure to allow LA Metro stakeholders access to ensuring LA Metro board transparency and representation.

Thank you so much,
Oliver Mather

"*Ask not what your country can do for you—ask what you can do for your country.*"
-John F. Kennedy

From: Daniel Huynh [redacted]
Sent: Wednesday, March 25, 2026 5:36:11 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Daniel Huynh
[redacted]

From: Eric Vartany [redacted]
Sent: Wednesday, March 25, 2026 5:49:49 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) March 26, 10 am Board Meeting: Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the locally preferred alignment K Line Northern Extension San Vicente-Fairfax alignment!

The NIMBYs of Lafayette Square do not have the right to derail (sorry for the pun) the success of the K Line because they choose to believe in conspiracy theories. It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before. Adjusting the alignment will add over $150 million to the project and increase travel times for

every traveler on the line.

It is also greatly disturbing the Metro Board Member Jackie Dupont-Walker has been influencing the decisions of the K Line extension while being a resident of Lafayette Square. There is risk of serious corruption here by Dupont-Walker with her own financial benefit affecting how she approaches board meetings. According to reports in the LAist she has still been influencing decision-making behind the scenes.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted. ANY DELAY could jeopardize their EIFD resources and destroy any hope of starting this project in our lifetimes.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Eric Vartany
[redacted]

From: Ann D. Semonco [redacted]
Sent: Wednesday, March 25, 2026 5:53:36 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Ann Semonco
[redacted]

Sent from my iPhone

From: joshua garza [redacted]
Sent: Wednesday, March 25, 2026 5:56:48 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Board Clerk,

Please vote yes on the train and do not delay it or introduce any new motions on it - just allow it to proceed. Los Angeles needs this extension as soon as possible without delay.

Thank you,

-Joshua Garza
[redacted]

From: Ryan Harer <[redacted]
Sent: Wednesday, March 25, 2026 6:20:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR - K LINE NORTHERN EXTENSION (KNE)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Voicing my approval for the KNE, as this would have an enormous positive impact on the lives of millions of Angelenos in terms of access and reducing road congestion.

Thank you!
Ryan Harer

From: Edgar Pena [redacted]
Sent: Wednesday, March 25, 2026 6:42:52 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

From: Pardis E. <[redacted]
Sent: Wednesday, March 25, 2026 6:48:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7 Support for the K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K-Line Northern Extension):

Position: FOR

I am writing to express my strong support for the K-Line northern extension. There is a great need for the San Vicente-Fairfax alignment. This extension is long overdue and a step toward the critical need for public transit within Los Angeles.

This project must be prioritized immediately. I urge that the Board eliminate all delays and expedite and accelerate the building process, as well as MERV-14 filters, with 50 air changes per hour. This is dire for the health maintenance of the public.

Sincerely,
Pardis Eslamieh
[redacted]

From: Casper De Luna [redacted]
Sent: Wednesday, March 25, 2026 6:53:06 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment for Board Meeting 3/26/26

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

ITEM # 7
SUBJECT: K LINE NORTHERN EXTENSION
POSITION: FOR

The extension of this line should be approved. This would connect other metro lines without the necessary extra step of going downtown to connect to any other line for inner-city travel, and it would reduce congestion of vehicular traffic if there were another way to commute without needing the 405 in West Hollywood.
The claims that there is any concern about individuals' property being affected by this are unfounded by the metro's own board of experts, and this claim was only brought up to further delay this project. This city needs more public transportation options, and this project would much greater benefit the public than a few homeowners in one neighborhood who weren't going to use the train anyway.
Thank you for your time.

Casper De Luna,
Los Angeles Resident

From: Ricardo Diaz <[redacted]
Sent: Wednesday, March 25, 2026 6:56:02 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line Northern Extension – Please Vote Yes

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing to express my strong support for the K Line Northern Extension and urge you to vote **YES**to move the project forward without further delay.

Delaying this project until 2041 would significantly impact mobility, access, and economic opportunity for residents across Los Angeles. Expanding the K Line is critical to improving connectivity, reducing traffic congestion, and supporting a more sustainable transportation system.

This project represents a long-term investment in our communities, and timely progress is essential to ensure its benefits are realized sooner rather than later.
Please prioritize advancing the K Line Northern Extension and avoid any additional delays.

Thank you for your time and consideration.

Best regards,
Ricardo Diaz

From: Faraz Aqil [redacted]
Sent: Wednesday, March 25, 2026 7:03:59 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 - For - March 26 2026 LA Metro BOD Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello LA Metro, my name is Faraz, and I'm a resident of Downey who uses LA Metro buses and trains almost daily to work.

I strongly urge LA Metro Board Directors to **approve all of Item #7 (staff recommendation) as is and without any additional motions/amendments.** I support the K Line San Vicente-Fairfax alignment as is, and I love the proposed terminus Hollywood Bowl station as the Hollywood Bowl is a very busy venue that would benefit greatly by having a train station that can transport large amounts of people quickly to & from the venue without causing traffic jams in the area or clogging up parking lots.

I am disappointed/angry that some members of the LA Metro Board are seeking to add unnecessary additional costs and delays to the project. A proposed motion by Mayor Karen Bass (that I read) seeks to modify the staff recommendation by proposing "alignment options" and having a "3rd party peer technical review of tunneling impacts". But what's confusing is that LA Metro staff have already spent 18-months delay studying many alignment options (see slide #8) and their studies/presentation shows that tunneling has no negative noise/movement impact on residential homes (see slides #8-12 and the other existing A/B/D/E Line trains). And even with all that, Item #7 has a Section B & C to address the concerns of Lafayette Square residents. So it appears that the amendment motion by Mayor Karen Bass is indeed a delay tactic for this project that will increase costs and push the opening even further back from the 2047-2049 opening date (which will increase the likelihood that this project gets killed).

But I am further angry that there appears to be corruption taking place with the proposed motion by Mayor Karen Bass. There is evidence being shown that one of the Board Members who had to recuse herself (Jackie Dupont-Walker) has been lobbying Mayor Karen Bass for this proposed motion/amendment because she was the ex-HOA president of Lafayette Square and doesn't want property prices to drop (although I'd counter that having property near rail actually has the opposite effect because property value increases near rail). So because of this conflict of interest, there is a real legal risk that can result in this project should a proposed motion/amendment to delay/do additional studies on this project be approved (which can unfortunately range from the city of West Hollywood suing, to the Trump Department of Justice investigating LA Metro Board Members).

Therefore, I strongly beg LA Metro to not delay or add any more additional studies to the K Line Northern Extension project, and **approve Item #7 (staff recommendation) as is.** We'll already be waiting till 2047-2049 for this portion of the K Line to open, so if you truly believe in advancing the K Line "full steam ahead" (as quoted by Karen Bass) then you will **support approving Item #7 as is (**and without additional motions/amendments).

Thank you for your time in reading my comment.

Sincerely,
Faraz Aqil

From: ben hudnut [redacted]
Sent: Wednesday, March 25, 2026 7:09:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

As a lifelong Angeleno who frequently commutes to WeHo, I would like to note my support for the San Vicente-Fairfax alignment. We must do everything we can to expedite the building of the extension so that Angelenos can start shifting to more sustainable and community-centered transit.

Keep up the good work, Metro. We're counting on you.

Ben

From: Ken R [redacted]
Sent: Wednesday, March 25, 2026 9:43:33 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment for March 26, 2026 Metro Board Meeting - K Line Northern Extension (Agenda Final)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to provide public comment ahead of your upcoming Board meeting scheduled for Thursday, March 26, 2026 at 10am, specifically regarding the K Line Northern Extension under the Agenda Final.

As a resident of Los Angeles, I am very interested in seeing this project moving forward beyond the planning stage and into the groundbreaking and building stage.
The K Line Northern Extension represents a critical once in a generation opportunity to improve connectivity between Hollywood, Mid-City, South LA, and LAX, which are key parts of the region, reduce traffic congestion, and expand equitable access to reliable public transportation.

I am most concerned about the possibility of rerouting or detouring of the line due to opposition from residents in the Lafayette Square area between Washington and Venice Boulevards, including concerns raised about tunneling beneath homes. I understand the importance of community input in this project, but this tunneling is 100 feet below and it should be noted that Metro has successfully constructed subway tunnels in the recent past, most notably along Wilshire Boulevard in Beverly Hills and Westwood, without significant long term impacts to those communities, and this should be considered in the evaluation process. There have been reports suggesting that changes to the alignment could delay this project by up to 10 years. Such a delay will significantly impact mobility goals, climate commitments, and equitable access to transit access across Los Angeles. The alignment that I prefer the most is the Draft EIR that tunnels directly underneath Lafayette Square because it has the shortest tunnel length (3.77 miles), the shortest travel time (6 minutes, 52 minutes), and NO additional tunnel costs. All other alignments have longer travel times ranging from 30 seconds to a minute and a half, and have additional costs ranging from $150 million to $646 million dollars, which would detrimentally set this project back even further than it already has, and this corridor through the Mid-City area needs a fast alternative to driving as soon as possible.

Additionally, there has also been lots concerns about the Midtown Crossing stop at San Vicente and Venice Boulevards disrupting the Ralph's supermarket there, which some

people claim that it is the only supermarket in the neighborhood", but that is NOT true because I want to inform you of other supermarkets that are nearby such as Smart and Final Extra in the Midtown Crossing shopping center on the opposite side of the street from Ralphs, Superior Grocers on Washington near Crenshaw, an African Produce Market on Washington near West Boulevard, and plenty of small fresh food markets on Pico Boulevard between West Boulevard and Arlington Avenue, and with the Midtown station planned to be built near to the corner of Venice and San Vicente, I don't anticipate much disruption to the Ralphs, and this is clearly a play by the wealthy and NIMBY Lafayette Square residents along with Mayor Karen Bass herself to try to kill or stall this important rail project.

Finally, I strongly urge the Board to consider the Fairfax-San Vicente alignment as far as the options north of Wilshire are concerned and the EIR for Lafayette Square because those alignments not only serves the highest ridership corridors and key destinations, but also save costs and travel times. The long-term success of the K Line Northern Extension depends on connecting people to where they live, work, and travel most frequently. Prioritizing ridership and connectivity will maximize the return on investment and ensure the line is used to its full potential.

Thank you for your time and consideration.
I appreciate the Board's commitment to improving transit in the Los Angeles region and urge you to make a decision that reflects the best interests of not just residents in the immediate area but for the greater good of the region as a whole.

Sincerely,
Ken Russell
[redacted]

From: Lindsay Huston [redacted]
Sent: Wednesday, March 25, 2026 9:41:02 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Vote YES on the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays.

Los Angeles has waited long enough. Pushing this project to 2041 is not a bureaucratic inconvenience; it is a disservice to the Angelenos who depend on reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city, it is a necessity. Every year of delay means more congestion, more emissions, and more residents left without alternatives to driving. The time to act is now.

Please vote YES and move this project forward.
The people of Los Angeles are counting on you.
Thank you for your consideration.

Sincerely,

Lindsay Huston

From: Sona Markosyan [redacted]
Sent: Wednesday, March 25, 2026 9:40:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public comment for Metro Board Meeting 3/26/26, FOR ITEM 2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear all,

My name is Sona and ad an Los Angeles county resident I SUPPORT the K LINE NORTHERN EXTENSION (KNE) - LOCALLY 2025-0846 PREFERRED ALTERNATIVE (LPA).

MY POSITION IS FOR ITEM 2025-0846 K LINE NORTHERN EXTENSION (KNE) - LOCALLY 2025-0846 PREFERRED ALTERNATIVE (LPA).

The city of Los Angeles would highly benefit an extended and accessible subway, the city is overwhelmed by traffic and it is not fun to be behind the wheel at all times. We all are extremely tired for the amount of time we spend commuting from A to B and the pollution is just unbearable.

Additionally, the city of West Hollywood is completely disconnected from the subway system, this proposal will connect the residents to the main subway line and to the Metro Transit Center of LAX, which is NEEDED.

Best,
Sona

From: Austin Bruns [redacted]
Sent: Wednesday, March 25, 2026 9:38:56 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Austin Bruns
South Park, Downtown Los Angeles

From: Cody-Michael Gan [redacted]
Sent: Wednesday, March 25, 2026 9:38:04 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26 Regular Board Meeting Public Comment for Item #7 - Position: FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Please accept this written public comment for **Item #7** of the 3/26/2026 Regular Board Meeting.

Position: FOR

I strongly support approval of **Item #7: K Line Northern Extension (KNE) – Locally Preferred Alternative Recommendation**.

The **San Vicente-Fairfax alignment** is the right choice to move this long-needed project forward. Approving this item will improve transit access, strengthen connections across the Metro system, and deliver major benefits to riders, workers, residents, and visitors.

This project will help reduce traffic congestion, expand access to jobs and essential destinations, and make Los Angeles a more connected, accessible, and sustainable city for the future. Investments like this are critical to supporting economic growth and giving people real alternatives to driving. Pass this Item!

Los Angeles **needs faster progress on high-quality transit infrastructure**. Please vote **YES** on **Item #7**.

Thank you,
Cody-Michael Gan
Los Angeles Resident

From: Me [redacted]
Sent: Wednesday, March 25, 2026 9:33:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote Yes on K Line Nothern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Please vote YES on the K Line Nothern Exstension.

Thank you.

Thomas Gardner
Los Angeles Resident

Sent from my iPhone

From: Roy Loewenstein [redacted]
Sent: Wednesday, March 25, 2026 9:33:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am a Los Angeles resident (4108 Marathon St, Los Angeles CA 90029) writing in support of Item #7 (FOR). Please approve the K Line Northern Extension, without delay.

Thank you,

Roy Loewenstein
[redacted]

From: Sang (James) Park [redacted]
Sent: Wednesday, March 25, 2026 9:32:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment: Item 7 - K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair and Members of the Metro Board,

I am a resident of Oxford Square. I urge the Board to approve the **San Vicente-Fairfax alignment** as studied in the 2024 Draft EIR. **Reject 'Crenshaw ROW: Option 2' and its $136M diversion.** We want the direct route that brings redevelopment and regional connectivity to the Pico/San Vicente area without further delays for special interests.

Thank you.

Sang (James) Park
[redacted]

From: Marco Innao [redacted]
Sent: Wednesday, March 25, 2026 9:32:13 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Marco Innao
Hollywood

From: Mark F [redacted]
Sent: Wednesday, March 25, 2026 9:30:03 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Re: K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

If not too late, I have edited the below to fix a few typos. Appologies!

Best,
Mark

Mark Fugina
Performance Librarian
Disney Concert Library
Los Angeles Master Chorale
[redacted]

On Wed, Mar 25, 2026, 9:05 AM Mark F [redacted] wrote:
Hello,

I am writting in support of the K Line northern extension. Overall, I prefer the San Vicente-Fairfax route, though I generally support any of the three alternatives. In particular, I hope whichever line is chosen will include a stop at the Hollywood Bowl.

I live near a future D line stop--the K line extension will be crucial to make our system functional for those of us living on the westside that look forward to taking metro rail. In my case, I moved to my current home specifically to be close to the future stop. The K line extension would be a huge improvement to the westside's connectivity. With it, I would actually be able to take the train to LAX (instead of needing to ride the D line to downtown, then backtrack on the E line to finally get to the K--which is not practicle at all). Similarly, the northern extension will allow me to connect with West Hollywood (and hopefully the Bowl), which is currently either impossible or impractical without the K line northern extension.

Please support this critical piece of transit infrastructure. It will be a crucial to help connect housing supply with job centers, and help our region as we continue to recover from the pandemic, strikes, and the fires.

All the best,
Mark Fugina

Mark Fugina
Performance Librarian
Disney Concert Library
Los Angeles Master Chorale
[redacted]

CONFIDENTIALITY NOTICE: This email message (including any attachments) from the Los Angeles County Metropolitan Transportation Authority is for official use by its intended recipients only. It contains information that may be confidential, privileged, attorney work product, or otherwise exempt from disclosure under applicable law. If you have received this email in error, be advised that any review, reproduction, distribution, or other use is strictly prohibited. Please notify the sender immediately by replying to the email if you have received this message in error and delete this message and any attachments.

From: Austin Fresh [redacted]
Sent: Wednesday, March 25, 2026 9:23:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES On The K Line!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing as a lifelong Angeleno and I am urging you to vote YES on the K line extension and deny any further delays.

Pushing a project OVER ANOTHER DECADE is not inconvenient it is kneecapping a great city of the transit it deserves and allowing bribery and special interests to dictate the whims of a city of millions. We must expand our public transit to become the city we deserve to be. Every year you delay you economically hobble millions of people, as temperatures soared to summer extremes for an entire week in March we must be fierce and proactive in cutting emissions in this city.

You must vote YES and move this project forward immediately. To do otherwise shows your cowardice, allowing two people to control the outcomes of millions.

Best,
Austin Fresh

From: Mitchell Pumar [redacted]
Sent: Wednesday, March 25, 2026 9:21:18 AM
To: Board Clerk <BoardClerk@metro.net>; Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) K-Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Please submit this email as written public comment for the upcoming Board of Directors meeting on March 26, 2026.

I am writing to express my strong support for the K Line Northern Extension and to urge the Board to vote in favor of selecting the San Vicente-Fairfax alternative. This project is crucial for connecting our communities, improving access to jobs and housing, and providing a viable transit alternative to the 405 freeway. The San Vicente-Fairfax route offers the highest ridership potential and directly serves dense residential and employment areas that need this infrastructure most.

It is time to move past the delays and finish the line. I urge the Board to approve this extension and move into the next phase of planning and design.

Thank you for your time and consideration,

Sincerely,

Mitchell Pumar

From: Rachel Paris [redacted]>
Sent: Wednesday, March 25, 2026 9:19:30 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support the K Line Without Delays

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Rachel Paris. I live West LA/Sawtelle in zip code [redacted] I'm writing to you ahead of the Metro Board meeting tomorrow and urging you to support the staff recommendation for the K Line Northern Extension and firmly oppose any further delays. Our city deserves continued investment and I deserve to see my tax dollars used to advance this crucial infrastructure. Please vote to advance the project without delay.

Thank you

From: Rebecca Campbell [redacted]
Sent: Wednesday, March 25, 2026 9:13:35 AM
To: Board Clerk
[redacted]
Subject: (EXTERNAL) URGENT: Formal Opposition to Item 7 – K Line Northern Extension "Option 2" Diversion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair and Members of the Metro Board,

I am writing as a resident of the Mid-City area to express my strenuous opposition to the proposed "Crenshaw ROW: Option 2" (the $136M Diversion) for the K Line Northern Extension. While I fully support the staff-recommended San Vicente-Fairfax alignment, the inclusion of a costly "S-curve" to bypass 33 homes in Lafayette Square is an unacceptable use of public funds.

This diversion is deeply concerning for several reasons:

Lack of Scientific Justification: Metro's own peer-reviewed tunneling studies and decades of operational data from the B and D Lines prove that deep-bore tunneling at 80–120 feet is undetectable at the surface. There is no engineering or safety data to suggest that these 33 homes require a $136M bypass while thousands of other Angelenos safely reside above Metro's existing 35-mile tunnel network.

Preferential Treatment: Approving a hundred-million-dollar diversion for a small group of influential residents—at a time when Metro is facing significant budgetary pressures—smacks of preferential treatment. It sets a dangerous precedent that specific neighborhoods can "opt-out" of regional infrastructure at the expense of the general taxpayer.

Economic Impact on the Pico Corridor: The K Line is the primary engine for the long-overdue redevelopment of the Pico Boulevard corridor. By diverting funds and increasing the complexity of the "direct" route, you risk delaying the revitalization of Midtown Crossing and the surrounding business district.

Degradation of Service: Metro's own reports indicate that this diversion adds unnecessary travel time for every future rider. We should be prioritizing the fastest, most efficient connection between South LA, the Museum District, and Hollywood, not compromising the rider experience to satisfy unverified vibration concerns.

I urge the Board to reject "Option 2" and any further motions for delay. Please approve the staff-recommended alignment as originally studied in the 2024 Draft EIR. Our community deserves a project built on data and equity, not on special favors.

Sincerely,

Rebecca Campbell

[redacted]

Oxford Square Neighborhood

[redacted]

From: John Eatman [redacted]
Sent: Wednesday, March 25, 2026 9:12:43 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please vote yes on k line expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I hope this message finds you well. As a deeply invested and concerned resident of Los Angeles, I am reaching out to urge you to vote YES on the K Line northern extension and to resist any further postponements to this crucial project.

Our city has already waited far too long for meaningful improvements in public transportation. Delaying the K Line extension until 2041 is far more than a bureaucratic inconvenience—it directly impacts Angelenos who rely on accessible transit every day to reach their workplaces, schools, and vital community services. This project is not simply a matter of convenience; it is an essential lifeline for thousands of residents.

Los Angeles desperately needs more robust public transportation—not as a luxury, but as a fundamental necessity. Every year that passes without this extension means increased congestion, higher emissions, and countless people left without reasonable alternatives to driving. The opportunity to make a difference is right in front of us, and the time to act is now.

I urge you to vote YES and help move the K Line northern extension forward without any further delays. The people of Los Angeles are counting on your leadership and commitment to a more connected, sustainable future.

Thank you very much for your time and thoughtful consideration.

Sincerely,

John "Wesley" Eatman
[redacted]

From: douglas fillin [redacted]
Sent: Wednesday, March 25, 2026 9:10:59 AM
To: Board Clerk
[redacted]
Subject: (EXTERNAL) Formal Opposition to Item 7 – K Line Northern Extension "Option 2" Diversion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair and Members of the Metro Board,

As a more than 60 year resident of the Mid-City area (Oxford Square - Windsor and Victoria) I fully support the staff-recommended San Vicente-Fairfax alignment for the K Line Northern Extension. But I am writing to express my opposition to the proposed **"Crenshaw ROW: Option 2"** for several reasons:

- **Lack of Scientific Justification:** Metro's own peer-reviewed tunneling studies and decades of operational data from the B and D Lines prove that deep-bore tunneling at 80–120 feet is undetectable at the surface. There is no engineering or safety data to suggest that the homes of Lafayette Square require a $136M bypass, while thousands of other Angelenos safely reside above Metro's existing 35-mile tunnel network.
- **Preferential Treatment:** Approving a hundred-million-dollar diversion for a small group of influential residents—at a time when Metro is facing significant budgetary pressures — sets a dangerous precedent that specific neighborhoods can "opt-out" of regional infrastructure at the expense of the general taxpayer.
- **Economic Impact on the Pico Corridor:** The K Line is the primary engine for the long-overdue redevelopment of the Pico Boulevard corridor. By diverting funds and increasing the complexity of the "direct" route, you risk delaying the revitalization of Midtown Crossing and the surrounding business district.
- **Degradation of Service:** Metro's own reports indicate that this diversion adds unnecessary travel time for every future rider. We should be prioritizing the fastest, most efficient connection between South LA, the Museum District, and Hollywood, not compromising the rider experience to satisfy unverified vibration concerns.

I urge the Board to reject **"Option 2"** and any further motions for delay. Please approve the staff-recommended alignment as originally studied in the 2024 Draft EIR. We want the direct route that brings redevelopment and regional connectivity to the Pico/San Vicente area without further delays for special interests.Our community deserves a project built on data and equity, not on special favors.

Respectfully,

Douglas Fillin

Windsor Blvd.

From: Erik Larsen [redacted]
Sent: Wednesday, March 25, 2026 9:07:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) For Agenda Item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello

My name is Erik Larsen. I am writing FOR agenda item 7. The K line northern extension will further knit our rail system together and provide far more options for easily getting around than exist currently. All researchand experience, both by Metro and other agencies, shows that we can tunnel this route with minimal to no disruption to people on the surface. We as a city need to stop giving into the loud voices of the privileged few and their nonsensical claims of potential harm that fly in the face of all existing evidence. This line will benefit countless Angelenos, and we should be doing everything in our power to get this project moving. I look forward to being able to ride this train.

Respectfully

Erik Larsen

From: Slam Dunk [redacted]
Sent: Wednesday, March 25, 2026 9:06:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Vote YES on the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays to this critical project.

From: Angie Greenspan [redacted]
Sent: Wednesday, March 25, 2026 9:04:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) support for K line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I'm a Los Angeles resident and local realtor who strongly supports the northern extension of the K Line. My work takes me all over the city, and I look forward to the day I can rely on rail instead of a car to get where I need to go. This extension would make that possible.

In addition to my own needs, I am a parent of two young children. I'm thinking about the future we're building. I want them to grow up in a Los Angeles that prioritizes public transportation. A city that's more connected, sustainable, and accessible for everyone.

Please approve the K line extension with no delays.

Thank you,

Angie Greenspan

--

Angie Greenspan
Realtor®
DRE#: 02055367
m: 818.749.9204

the GRADET GREENSPAN GROUP



From: Mark F [redacted]
Sent: Wednesday, March 25, 2026 9:05:11 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writting in support of the K Line northwen extension. Overall, I prefer the San Vicente-Fairfax route, though I generally support any of the three alternatives. In particular, I hope whichever line is chosen will include a stop at the Hollywood Bowl.

I live near a future D line stop--the K line extension will be crucial to make our system functional for those of us living on the westside that look forward to taking metro rail. In ny case, I moved to ny current home specifically to be close to the future stop. The K line extension would be huge improvement to the westside's connectivity. With it, I would actually be able to take the train to LAX (instead of needing to ride the D line to downtown, then backtrack on the E line to finally get to the K--which is not practicle at akl). Similarly, the northern extension will allow me to connect with West Hollywood (and hopefully the Bowl), which is currently either impossible or impractical without this line extension.

Please support this critical piece of transit infrastructure. It will be a crucial to help connect housing supply with job centers, and help our region as we continue to recover from the pandemic, the strikes, and the fires.

All the best,
Mark Fugina

Mark Fugina
Performance Librarian
Disney Concert Library
Los Angeles Master Chorale
[redacted]

From: Andrew Goodwin Brown [redacted]
Sent: Wednesday, March 25, 2026 9:04:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment - Item 7 K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro,

I am a resident of the Oxford Square Historic Neighborhood in Mid-Wilshire. I urge the Board to approve the **San Vicente-Fairfax alignment** as studied in the 2024 Draft EIR

Reject 'Crenshaw ROW: Option 2' and its $136M diversion.

We want the direct route that brings redevelopment and regional connectivity to the Pico/San Vicente area without further delays for special interests."

Andrew Goodwin Brown
[redacted]

From: Nathan Remillard [redacted]
Sent: Wednesday, March 25, 2026 8:58:09 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Advancing K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am a Mid-City/Miracle Mile resident that would be directly served by the proposed K Line northern extension, and I am urging you to vote **YES** on advancing the project without further delay.

This project is not abstract to the common, working Angeleno, especially those living in the corridor it would serve. It represents meaningful reductions in travel time, improved access to jobs, increased economic freedom, a greener future, improved public health, and movement toward a less car-dependent and equitable city. These are goals that both Metro and the common person share.

Concerns being raised about impacts around the corridor, especially regarding tunneling and reduced property values. However, it's important to recognize that these concerns do not reflect the day-to-day needs of riders and working Angelenos who would rely most on the K Line.

Delaying the project further, especially given an already distant timeline, risks weakening public trust in Metro and slowing progress toward our broader vision for a connected city. A 2041 opening date is very difficult to accept for communities that are ready to rely on this infrastructure.

I appreciate the work Metro does in a challenging bureaucratic environment, and I strongly support the agency's mission. I also believe the people of Los Angeles deserve a healthy, well-connected city. That's exactly why I'm urging you to move this project forward decisively.

Thank you for your time and your public service.

Sincerely,

Nathan R.
Miracle Mile resident

From: Matthew Rayco [redacted]
Sent: Wednesday, March 25, 2026 8:57:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES to K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Greetings Metro Board,

Vote YES to extend with K Line North without further delay. The science and overwhleming support of the public who is ready to invest in our city's connective infrastructure is clear. Vote YES to to extend now!

A Transit-Forward Angeleno
Matt Rayco
LAUSD Teacher

From: Braeden Mansouri <[redacted]
Sent: Wednesday, March 25, 2026 8:52:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26/2026 Regular Board Meeting: Item No. 7 - KNE Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Morning Metro Board Staff,

My name is Braeden Mansouri and I am a WeHo resident. I am writing to express my support for the San Vicente-Fairfax KNE alignment.

I am a big supporter of public transit and hope to ride the KNE in the future—especially its direct connection between Mid City and LAX.

I respectfully request that Metro Board approve this alignment and commence construction as soon as possible.

Sincerely,
Braeden

Braeden Mansouri (he/him) | Attorney
[redacted]

From: Asa Slayton <[redacted]>
Sent: Wednesday, March 25, 2026 8:50:27 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Asa Slayton
[redacted]

Sent from my iPhone

From: Bryce Cracknell [redacted]
Sent: Wednesday, March 25, 2026 8:37:52 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Bryce Cracknell
Moderator, McCarty Memorial Christian Church
[redacted]

From: David Zins [redacted]
Sent: Wednesday, March 25, 2026 8:36:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing to express my support for the K Line north extension.

Sincerely,
David Zins

[redacted]

[redacted]

Sent from my iPhone

From: Henry Minervini <[redacted]
Sent: Wednesday, March 25, 2026 8:33:14 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote yes on K like extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

No more delays!

From: Kate Armstrong Ross [redacted]
Sent: Wednesday, March 25, 2026 8:31:48 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Kate
Burbank

Sent from my iMagination

From: Mark Jolles [redacted]
Sent: Wednesday, March 25, 2026 8:31:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Video - Elevated BRT vs LRT - March Board Meeting General Public Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

Please provide this link to the board under general public comment for the March meeting.
https://youtu.be/p6dPQh2eAPk?si=rpBjsr_uHrJsFhDR

Thank you,

Mark Jolles

From: [redacted]
Sent: Wednesday, March 25, 2026 8:28:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Dear Members of the Metro Board,

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays to this critical project.

Los Angeles has waited long enough. Our city's public transportation infrastructure has historically lagged behind the needs of its residents, and the K Line northern extension represents a meaningful step toward correcting that. Pushing this project to 2041 is not just a bureaucratic inconvenience it is a disservice to the hundreds of thousands of Angelenos who depend on accessible, reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city it is a necessity. Every year of delay means more cars on already-congested freeways, more carbon emissions, and more residents left without viable alternatives to driving. The time to act is now, not decades from now. I respectfully but firmly urge the Board to vote YES and move this project forward without further delay.

The people of Los Angeles are counting on you to prioritize their mobility, their time, and their future. Thank you for your service and your consideration.

Sincerely,

Majdouline

From: Giovanna Escamilla [redacted]
Sent: Wednesday, March 25, 2026 8:26:04 AM
To: Board Clerk <BoardClerk@metro.net>; Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) APPROVE THE K LINE 3/26/2026

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Would you please submit this email as written public comment for the upcoming Board of Directors meeting on March 26, 2026.

I am writing to express my strong support for the K Line Northern Extension and to URGE the Board to vote in favor of selecting the San Vicente/Fairfax alternative.

You know this project is crucial for connecting our communities. IT IS TIME TO MOVE PAST THESE DELAYS AND FINISH THE LINE. I urge the Board to approve this extension and move it into the next phase of planning and design.

Thank you.

Sincerely,
Giovanna Escamilla
Westlake
[redacted]

From: [redacted]
Sent: Wednesday, March 25, 2026 8:24:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Vote YES on the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays to this critical project.

Los Angeles has waited long enough. Our city's public transportation infrastructure has historically lagged behind the needs of its residents, and the K Line northern extension represents a meaningful step toward correcting that. Pushing this project to 2041 is not just a bureaucratic inconvenience — it is a disservice to the hundreds of thousands of Angelenos who depend on accessible, reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city — it is a necessity. Every year of delay means more cars on already-congested freeways, more carbon emissions, and more residents left without viable alternatives to driving. The time to act is now, not decades from now.

I respectfully but firmly urge the Board to vote YES and move this project forward without further delay. The people of Los Angeles are counting on you to prioritize their mobility, their time, and their future.

Thank you for your service and your consideration.

Sincerely,
Andrew

Sent from my iPhone

From: [redacted]
Sent: Wednesday, March 25, 2026 8:24:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Vote YES on the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays to this critical project.

Los Angeles has waited long enough. Our city's public transportation infrastructure has historically lagged behind the needs of its residents, and the K Line northern extension represents a meaningful step toward correcting that. Pushing this project to 2041 is not just a bureaucratic inconvenience — it is a disservice to the hundreds of thousands of Angelenos who depend on accessible, reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city — it is a necessity. Every year of delay means more cars on already-congested freeways, more carbon emissions, and more residents left without viable alternatives to driving. The time to act is now, not decades from now.

I respectfully but firmly urge the Board to vote YES and move this project forward without further delay. The people of Los Angeles are counting on you to prioritize their mobility, their time, and their future.

Thank you for your service and your consideration.

Sincerely,
Andrew

Sent from my iPhone

From: [redacted]
Sent: Wednesday, March 25, 2026 8:24:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Vote YES on the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays to this critical project.

Los Angeles has waited long enough. Our city's public transportation infrastructure has historically lagged behind the needs of its residents, and the K Line northern extension represents a meaningful step toward correcting that. Pushing this project to 2041 is not just a bureaucratic inconvenience — it is a disservice to the hundreds of thousands of Angelenos who depend on accessible, reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city — it is a necessity. Every year of delay means more cars on already-congested freeways, more carbon emissions, and more residents left without viable alternatives to driving. The time to act is now, not decades from now.

I respectfully but firmly urge the Board to vote YES and move this project forward without further delay. The people of Los Angeles are counting on you to prioritize their mobility, their time, and their future.

Thank you for your service and your consideration.

Sincerely,
Andrew

Sent from my iPhone

From: [redacted]
Sent: Wednesday, March 25, 2026 8:06:05 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support of K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I'm writing in strong support of the K Line Northern Extension. I am a resident of Palms/Culver City, and I work in Hollywood. My commute is 45 minutes by driving or an hour and a half if I took the train to DTLA and Hollywood. If there were a train to work instead that would get me to work on time, I would take it.

This matter is extremely urgent and cannot be delayed. Please vote YES!

Thanks,
Ethan Mullen

From: [redacted]
Sent: Wednesday, March 25, 2026 8:03:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7 Support for the K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K-Line Northern Extension):

Position: FOR

I am writing to express my strong support for the K-Line northern extension. There is a great need for the San Vicente-Fairfax alignment. This extension is long overdue and a step toward the critical need for more public transit within Los Angeles.

This project must be prioritized immediately. I urge that the Board eliminate all delays and expedite and accelerate the building process, as well as MERV-14 filters, with 50 air changes per hour. This is dire for the health maintenance of the public.

Sincerely,

Roya Gowhari
[redacted]

From: Atlas Novack [redacted]
Sent: Wednesday, March 25, 2026 7:55:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Esteemed Board Clerk and Members of the Board and such,

I am emailing saying you should support the extension to the K line that extends the line into West Hollywood and ends at the Hollywood Bowl, and you simply cannot delay.

Traffic is always a nightmare in West Hollywood, and this serves as a way to alleviate that on a very large scale. From the days of the red car being stripped out in favor of highways, we have been robbed as a city. I remember watching Who Framed Roger Rabbit as a child and having this imprinted on my little consciousness, and here I am at age 32 metaphorically on my knees.

We have waited decades for robust train lines in Los Angeles, and any delay is delaying a dream and a reality that all Angelenos deserve. Please support the extension, post haste.

Sincerely,

Atlas Novack

From: Nima Shahverdi [redacted]
Sent: Wednesday, March 25, 2026 7:55:28 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7 Support for the K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K-Line Northern Extension):

Position: FOR

I am writing to express my strong support for the K-Line northern extension. There is a great need for the San Vicente-Fairfax alignment. This extension is long overdue and a step toward the critical need for more public transit within Los Angeles.

This project must be prioritized immediately. I urge that the Board eliminate all delays and expedite and accelerate the building process, as well as MERV-14 filters, with 50 air changes per hour. This is dire for the health maintenance of the public.

Sincerely,
Nima Shahverdi
[redacted]

From: sarahi mendoza <[redacted]
Sent: Wednesday, March 25, 2026 7:46:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote yes!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
Please! No more delays. Vote Yes! K line extension.

Sent from my iPhone

From: Carter McGowen <[redacted]>
Sent: Wednesday, March 25, 2026 7:41:28 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension - Do not delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Once again we find ourselves starting down a delay in a metro project because a few rich homeowners don't understand how tunnels work. The have that a board member recused herself and is still lobotomy lobbies to Friday the project is illegal and upsetting.

Do not delay the K line extension. It must move forward. If you do, every board never should be investigated and I will support any and all action to make all of your lives increasingly difficult until there is a metro board that prioritizes the majority over a few rich idiots.

Thank you,

Carter McGowen

From: GEORGIANA PREVOST [redacted]
Sent: Wednesday, March 25, 2026 7:40:28 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) APPROVE Item #7 (K Line Northern Extension)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, my name is Georgiana Prevost and I am a resident of Virgil Village, Los Angeles. I'm writing about the Metro Board meeting this Thursday, Mar 26. I'm urging the Board of Directors to SUPPORT the staff recommendation for the K Line Northern Extension and firmly OPPOSE any further delays. It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to ADVANCE THE PROJECT without delay. Thank you.

Best,
Georgiana Prevost
Events and Operations Coordinator
[redacted]

From: Daniel Gottesman [redacted]
Sent: Wednesday, March 25, 2026 7:40:49 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Daniel Gottesman
[redacted]

From: Anaché Varteressian [redacted]
Sent: Wednesday, March 25, 2026 7:36:31 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7 Support for the K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K-Line Northern Extension):

Position: FOR

I am writing to express my strong support for the K-Line northern extension. There is a great need for the San Vicente-Fairfax alignment. This extension is long overdue and a step toward the critical need for more public transit within Los Angeles.

This project must be prioritized immediately. I urge that the Board eliminate all delays and expedite and accelerate the building process, as well as MERV-14 filters, with 50 air changes per hour. This is dire for the health maintenance of the public.

Sincerely,
Anache Varteressian
[redacted]

From: alek yordanov <[redacted]
Sent: Wednesday, March 25, 2026 7:32:36 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro K Line north extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk of Metro,
I am a student living in Los Angeles, I beg you, please please please vote YES on the Metro K Line North extension, DO NOT vote to delay it any further

Sincerely

From: Aaron Butwinick [redacted]>
Sent: Wednesday, March 25, 2026 7:26:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES on K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

My name is Aaron Butwinick and I'm a Los Angeles resident and frequent metro train user.

Please vote YES on the K line extension and do not allow any more delays. We cannot be delayed until 2041 to have a train line that runs through the central neighborhoods of our city. There are hundreds of thousands of people in West Hollywood and Central LA that would use metro to get to work, stimulate the economy, and connect with other parts of the city. Please do not let a very, very small community of people keep this from happening. LA is a community, not a sole person.

We NEED better metro in Los Angeles, and this train line will help with tourism, job placement, and overall well-being and morale in our city.

NO MORE DELAYS!

Thank you very much. I greatly appreciate your help and support for this extension.

Sincerely,
Aaron

[redacted]

From: Tonia [redacted]
Sent: Wednesday, March 25, 2026 9:47:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Against Option 2 - K line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Member,
I am a resident of Lafayette Square which is a historical Black neighborhood in Mid City, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes older than 100 years old, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving the Mid City community within miles—cutting off access to essential services which will cause a food desert.

The Mid City neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities especially West Hollywood which has full access within a small radius to grocery stores and pharmacies. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Tonia Byrd
Sent from my iPhone

From: David Freid [redacted]
Sent: Wednesday, March 25, 2026 9:48:09 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Build the K Line North

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Build the K Line north. No compromises. It's one of the most important transportation projects you've ever considered for LA. Pause any freeway expansion and fast-track the K Line to Hollywood Bowl. Don't give into a handful of NIMBYs who don't believe in science. Don't let corruption win.

AND find a way to tie the E and K together so folks can take a one seat ride from LAX people mover to DTLA.

Don't mess this up for an entire generation.

Thank you.

-David

Sent from my iPhone.

From: [redacted]
Sent: Wednesday, March 25, 2026 9:58:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES on the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Wendy Moore and I am a resident of Los Angeles. I'm emailing about the Metro Board meeting this Thursday, Mar 26. I'm urging the Metro Board to SUPPORT the staff recommendation for the K Line Northern Extension and firmly OPPOSE any further delays. It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to ADVANCE THE PROJECT without delay. Thank you."

From: Alvin Chou [redacted]
Sent: Wednesday, March 25, 2026 10:13:26 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension, please vote yes

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

Please proceed to vote yes on the K line extension northbound. As someone who would be able to take the E line and connect to the K and then D to access Koreatown if this existed, it would greatly increase my ridership and decrease my car usage which i desperately want.

I believe the addition 2.3 million dollars spend to do an impact report and the adjustments to shift the path to go under as few homes as possible is more than sufficient proof that this project would be safe to complete. We shouldn't let the opinions of a few people affect a decision grounded in facts that would help millions of LA residents live a safer and more enjoyable life.

I ask you to vote yes and not delay this project any further

From: Tabytha Griffin <[redacted]
Sent: Wednesday, March 25, 2026 10:15:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please vote YES on the K Line Extension.

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line extension and to oppose any other delays.

Los Angeles has waited long enough. Pushing this project to 2041 is not a bureaucratic inconvenience; it is a disservice to the Angelenos who depend on reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city, it is a necessity. Every year this project is delayed it means more congestion, more emissions, and more residents left without alternatives to driving. The time to act is now.

Please vote YES and move this project forward. The people of Los Angeles are counting on you. Thank you for your time and consideration.

Sincerely,
Tabytha Griffin

From: Kaitlyn McQuown [redacted]
Sent: Wednesday, March 25, 2026 10:17:43 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 K Line extension — Support WITHOUT delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello! Regarding the K Line extension proposal on #7 of the agenda for tomorrow's meeting, I would like to voice my full support of the extension WITHOUT the delay.

I am a lifelong resident of Los Angeles, and the K Line extension just makes sense. There is a huge demand for greater access to areas of LA with the most destinations. Greater connectivity and transit access will support my neighbors with lower incomes to be able to get around without a car. It will help relieve other metro and bus lines, allow greater resilience if there are delays on other lines, and ease traffic in some of the most densely populated areas of the city.

Los Angeles has waited a very long time for more usable transit, and we should not pass up this opportunity to provide essential city services for the majority of Angelenos just to prioritize the interests of a minority of extremely wealthy neighbors (whose needs the city can also address through this project!).

I urge you to support the K Line extension ASAP without further delay so we can meet our wonderful city's potential.

Thank you for your time!
Kaitlyn McQuown

From: D'Angelo Reyes [redacted]
Sent: Wednesday, March 25, 2026 10:18:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES TO K-LINE NORTHERN EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

VOTE YES on the K-Line Northern Extension! Angelenos need this fundamental transit infrastructure NOW! Thank you.

-D'Angelo Reyes

From: Sook Won [redacted]
Sent: Wednesday, March 25, 2026 10:18:32 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line Northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I urge the City to reject Option 2.

No to diversion and delay.

Build the direct route backed by science, engineering, and best practice. Future Angelenos and metro riders thank you!

Hopeful Oxford Square resident,
Sook Won

Sent from my iPhone

From: John Pierson [redacted]
Sent: Wednesday, March 25, 2026 10:21:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line North Extension San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

I'm writing in regarding Item #7. I'm am FOR the staff recommendation regarding the San Vicente-Fairfax alignment and it should NOT be delayed because of a tiny group of NIMBY homeowners.

Looking forward to riding from my closest K-line stop to major city hubs along this alignment soon!

John Pierson
Hyde Park Resident
[redacted]

From: Virginia [redacted]
Sent: Wednesday, March 25, 2026 10:26:02 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7, no more delays!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I'm exhausted by the endless delays and deep corruption that continue to cripple the growth and potential success of Metro's rail system. **I urge you to approve the K Line Northern Extension San Vicente-Fairfax alignment!**

No amount of delays or studies will placate a handful of residents who choose to ignore facts about the impacts of this extension project. The time and energy to provide thorough research and community engagement has been taken and **it is enough**. **Move forward for the sake of the hundreds of thousand riders whose lives will be improved by this extension.**

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

As a carless, daily transit commuter, this project will allow me and other transit riders to more easily access the middle of the city, a place I now actively avoid because of how difficult it is to get to. This area is rife with car congestion and slow bus service, with few safe alternatives for biking and walking. As someone who worked at the Bowl and the Ford for years, the additional service to the Bowl would be incredible. I spent so many hot summer days climbing 30 minutes from the Hollywood/Highland station up to venues with little shade, zero food options, crazy drivers, and no usable bus alternatives.

NO MORE DELAYS. NO MORE STUDYS. NO MORE WASTED TAX-PAYER DOLLARS. Approve the K Line Northern Ext San Vicente-Fairfax alignment and switch back to the DEIR option so transit riders aren't delayed each trip. **Don't waste $165M to address non-issues.**

Thank you,
Virginia
[redacted]

From: jane preece [redacted]
Sent: Wednesday, March 25, 2026 10:28:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Just Vote Yes on K-line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please stop delaying the K line and deny the Mayor's Motion.. The unwarranted fear of a few powerful people in Lafayette Squate should not hurt the future of Los Angeles. The possible routes might go under my house and/or neighborhood. Yet I trust the findings of our city that tunneling 100 feet underground will not have a negative impact. We need the K line, we have spent a fortune planning it. We need to build it! Vote Yes. Deny Bass's motion.

Jane Preece
[redacted]

From: Phoebe Novack [redacted]
Sent: Wednesday, March 25, 2026 10:28:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES on K Line Extension Hollywood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am strongly in favor of the K Line extension through West Hollywood.

Hollywood is desperately in need of more public transit! I travel there from the Westside often and would love the ability to take the train rather than drive.

Thank you,
Hannah Novack
[redacted]

From: [redacted]
Sent: Wednesday, March 25, 2026 10:29:00 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Accelerated K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

I'm reaching out to show my support for the K Line Northern Extension accelerated timeline and Hybrid alternative.

Sadly, do not have the money to buy your vote, so all I can do is appeal to your humanity! This project will greatly improve the quality of life for myself and my fellow citizens as the highest ridership light rail line in the country. I understand a wealthy minority wants to stand in the way for personal reasons, but ultimately it is up to those in positions of power (yourself) to make the best choice for the community as a whole. This rail will improve the area and lifestyle of LA for generations to come. Please fight hard to make it happen!!

Best,
Beatrice
(miracle mile resident)

From: Rob Goubeaux <[redacted]>
Sent: Wednesday, March 25, 2026 9:47:18 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I have lived in West Hollywood for 40 years and am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route seems the best route as it would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Rob Goubeaux
West Hollywood, CA

From: Harrison Mayo [redacted]
Sent: Wednesday, March 25, 2026 10:30:30 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7 Support for the K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K-Line Northern Extension):

Position: FOR

I am writing to express my strong support for the K-Line northern extension. There is a great need for the San Vicente-Fairfax alignment. This extension is long overdue and a step toward the critical need for public transit within Los Angeles.

This project must be prioritized immediately. I urge that the Board eliminate all delays and expedite and accelerate the building process, as well as MERV-14 filters, with 50 air changes per hour. This is dire for the health maintenance of the public.

Sincerely,
Harrison
[redacted]

From: Zachary Dietrich [redacted]
Sent: Wednesday, March 25, 2026 10:31:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7: GENERAL COMMENT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'd like to submit a public comment for the March 26, 2026 Metro Board Meeting. As a westside resident, I'm writing to strongly support the DEIR alignment. Please do not support the Mayor's amendment. Please do support staff's recommendation and move the project forward without delay.

Thank you for your time,

Zach Dietrich

Sent from my iPhone

From: Matt Lai [redacted]
Sent: Wednesday, March 25, 2026 10:31:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support FOR #7 (K Line Extension)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

My name is Matthew Lai, and I'm an 11 year resident of Los Angeles, now residing near Sunset and Crescent Heights. I am in FOR item #7, the K-Line Extension through West Hollywood and up to the Hollywood Bowl.

As the second largest metro in the United States, and in our efforts to be a world class city, we should meet the same global standard of a world class city and have a metro that serves the entire city. We are woefully behind that, but that should not deter any incremental progress as the K Line Extension would bring. Public transportation helps remove car trip miles and allows for a more walkable public, all of which serve a greater share of the population of Los Angeles than is currently served by a car-dominant culture.

I implore you to please vote FOR and approve Item #7, the K-Line Extension. Thank you so much for your attention.

Concerned and sincerely yours,
Matthew

From: Bích Ngọc Cao <[redacted]
Sent: Wednesday, March 25, 2026 10:33:34 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Bich Ngoc Cao
Los Angeles

From: Hailey Buck [redacted]
Sent: Wednesday, March 25, 2026 10:33:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Support the San Vicente-Fairfax Route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi!

I don't know why we are delaying and succumbing to NIMBY whining, when this route would help so many people, myself included.

Best,
Hailey

From: Seth Beard [redacted]
Sent: Wednesday, March 25, 2026 10:35:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please extend the K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

LA used to have the largest rail system in the world but that changed when the auto industry boomed. We need to reverse what was done and build out the K line to ease traffic and create a better future for the entire community.

Please vote yes to extend the K line to the Hollywood Bowl.

Thank you,

Seth Beard

From: Kira Armbrust [redacted]>
Sent: Wednesday, March 25, 2026 10:38:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Strong Support for the K Line Northern Extension – Vote Yes Without Delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for the K Line Northern Extension and to urge you to vote **yes** at your March 26 meeting without further delay.

At this stage, further delay is not neutral—it is a decision with real consequences. Costs will continue to rise, timelines will slip, and the people who live and work in these communities will continue to be underserved. Los Angeles has already studied this corridor extensively. The need is clear, the benefits are well established, and the time for action is now.

This project represents one of the most important missing links in Los Angeles' transit system. For decades, the central Westside—particularly West Hollywood, Fairfax, and surrounding neighborhoods—has remained one of the most densely populated and economically vital areas in the region without direct rail access. The K Line Northern Extension is the **long-overdue** solution to that gap; one that will reduce congestion in one of the city's most traffic-choked corridors, expand access to jobs, housing, and essential destinations, support Los Angeles' climate and sustainability goals, str and finally deliver long-overdue rail access to communities that have been underserved for decades.

But beyond the policy arguments, **this is also a question of leadership.**

You have been entrusted with the **responsibility to shape the future of Los Angeles.** That responsibility requires not just careful consideration, but the courage to act with a clear, forward-looking vision for the city. Projects like the K Line Northern Extension are exactly the kind of investments that define whether Los Angeles evolves into a more connected, accessible, and sustainable place—or continues to fall short of that potential.

The residents of this region are not asking for something speculative or unnecessary. **We are asking you to do your job**: to move forward on a project that has been studied, justified, and widely supported, and to use the authority and power you have been given to meaningfully improve this city.

We expect decisive action. We expect leadership. And we expect you to vote yes. Delaying or rejecting this project sends the wrong message and will have devastating

consequences—to residents, to advocates, and to the future of Los Angeles. Advancing it demonstrates that this Board is willing to meet the moment.

I urge you to move this project forward without hesitation.

Sincerely,

Kira Armbrust (West Hollywood Resident)

From: Kate Shanahan <[redacted]
Sent: Wednesday, March 25, 2026 10:38:32 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center, which is incredibly important to me as a regular visitor to that complex.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. Making this decision would be a game changer to ensuring the future vitality and economic sustainability of Los Angeles and West Hollywood.

Thank you for considering public input on this important decision.

Sincerely,
Kate Shanahan
West Hollywood resident

From: Matthew M <[redacted]>
Sent: Wednesday, March 25, 2026 10:39:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment (Item No. 7) March 26, 2026 Board Regular Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Public Comment (Item No. 7) March 26, 2026 Board Regular Meeting

(K LINE NORTHERN EXTENSION (KNE) LOCALLY PREFERRED ALTERNATIVE (LPA))

To the Board:

I am a San Gabriel Valley resident who rides another Metro rail line for my work commute; I am represented on the Board by Hilda Solis and Tim Sandoval. I strongly support a motion to APPROVE the San Vicente-Fairfax alignment consistent with the Metro staff recommendation but with amended language approving the draft EIR mid-city alignment, rather than the Crenshaw ROW mid-city alignment.

I understand the project to involve an extremely deep tunnel through mid-city at over 80 feet in depth. HSC § 13210 defines a high-rise building as being over 75 feet in height. The tunnel would sit far, far below surface-level streets and structures. I also understand that Metro has spent approximately two million in taxpayer dollars to complete a peer-reviewed study of the effects of the planned tunnel at surface levels, finding no effects, which is completely unsurprising.

Why, then, does Metro staff recommend going with the Crenshaw ROW alignment over the draft EIR alignment, when metro projects the Crenshaw ROW alignment to add over 160 million in costs to the project and to add 30 seconds to every trip through mid-City on the extended K Line? The only explanation I've found is that well-connected constituents live above the draft EIR mid-city alignment who are vocal and who refuse to accept the conclusions of the peer-review study. The Crenshaw ROW is an unacceptable waste of both taxpayer dollars and Metro riders' time, and I urge Board members Solis and Sandoval to point this out at the public meeting.

In addition, I have read online that Board member Jacquelyn Dupont-Walker lives in Lafayette Square *directly above* the proposed Crenshaw ROW alignment and near the draft EIR mid-city alignment and that she has nevertheless been actively lobbying to kill

this project. This is a disturbing disregard for conflict of interest rules that warrants her removal from the Board.

Thank you,
Matthew Meehan

From: Marc Boyle <[redacted]
Sent: Wednesday, March 25, 2026 10:42:27 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line northern expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm emailing the Metro board to vote Yes on the K-Line Northern expansion. It's time you move forward as Angelino's and make real progress on public transit.
We don't need any further delay to appease the rich that'll never be using this line anyways.

-Marc Boyle

From: Jillian Labador <[redacted]>
Sent: Wednesday, March 25, 2026 10:47:37 AM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the **San Vicente-Fairfax route** as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Jillian Labador

From: Mary Beth Fielder [redacted]
Sent: Wednesday, March 25, 2026 10:48:07 AM
To: Board Clerk
[redacted]
Subject: (EXTERNAL) URGENT: Formal Opposition to Item 7 – K Line Northern Extension "Option 2" Diversion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair and Members of the Metro Board,

I am writing as a resident of the Mid-City area to express my strenuous opposition to the proposed **"Crenshaw ROW: Option 2"** (the $136M Diversion) for the K Line Northern Extension. While I fully support the staff-recommended San Vicente-Fairfax alignment, the inclusion of a costly "S-curve" to bypass 33 homes in Lafayette Square is an unacceptable use of public funds.

This diversion is deeply concerning for several reasons:

- **Lack of Scientific Justification:** Metro's own peer-reviewed tunneling studies and decades of operational data from the B and D Lines prove that deep-bore tunneling at 80–120 feet is undetectable at the surface. There is no engineering or safety data to suggest that these 33 homes require a $136M bypass while thousands of other Angelenos safely reside above Metro's existing 35-mile tunnel network.
- **Preferential Treatment:** Approving a hundred-million-dollar diversion for a small group of influential residents—at a time when Metro is facing significant budgetary pressures—smacks of preferential treatment. It sets a dangerous precedent that specific neighborhoods can "opt-out" of regional infrastructure at the expense of the general taxpayer.
- **Economic Impact on the Pico Corridor:** The K Line is the primary engine for the long-overdue redevelopment of the Pico Boulevard corridor. By diverting funds and increasing the complexity of the "direct" route, you risk delaying the revitalization of Midtown Crossing and the surrounding business district.
- **Degradation of Service:** Metro's own reports indicate that this diversion adds unnecessary travel time for every future rider. We should be prioritizing the

fastest, most efficient connection between South LA, the Museum District, and Hollywood, not compromising the rider experience to satisfy unverified vibration concerns.

I urge the Board to reject **"Option 2"** and any further motions for delay. Please approve the staff-recommended alignment as originally studied in the 2024 Draft EIR. Our community deserves a project built on data and equity, not on special favors.

Sincerely,

Mary Beth Fielder

[redacted]

[redacted]

[redacted]

From: Ben Hanpeter [redacted]
Sent: Wednesday, March 25, 2026 10:51:43 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for staff recommendation of K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I'm writing to express my support for the Metro staff recommendation for the K Line extension alignment, and my outrage about the Mayor's plans to stonewall progress on the project because one of her appointees has a conflict of interest. It is shameful to disregard Metro's study showing that tunneling has no perceptible impact on homeowners above the alignment, which already has cost 18 months and more than 2 million dollars, only to propose more delays and more studies that will show the exact same thing.

We need this project built, now! LA cannot wait decades for rail projects to come online, just because an appointee of the mayor has a *perceived* financial stake in the outcome of the alignment. This is a scandal.

-Ben Hanpeter

From: Adhama Mhunzi-Pamoja [redacted]
Sent: Wednesday, March 25, 2026 10:52:14 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) KNE options support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Board of METRO,

I support the northern extension of the K-line via the San Vicente-Fairfax alignment option.

Thank you,

Adhama Mhunzi-Pamoja

[redacted]

[redacted]

[redacted]

From: Corinne Brockway [redacted]>
Sent: Wednesday, March 25, 2026 10:53:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Los Angeles | Support for northern K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

I am a registered voter in Los Angeles county, and I wanted to reach out to express my enthusiastic support for the proposed northern extension of the K Line. This would be a significant and positive change for Los Angeles, and I know many of us are already very excited about it.

Thank you so much for your time, and best wishes!

--
Corinne Brockway
[redacted]

From: Isaac Diskin [redacted]
Sent: Wednesday, March 25, 2026 10:53:37 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Please approve the K Line Northern Extension San Vicente-Fairfax alignment! Stop delaying.

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Isaac Diskin
[redacted]

Sent from my iPhone

From: m.c. guerry [redacted]
Sent: Wednesday, March 25, 2026 10:55:53 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR #7 LPA

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

I live in the South Bay and the K line is the main way I go north to Los Angeles. I dream of a day when I will not have to change to a different mode once I hit Expo. Please do not delay this train.

Unfortunately, the Mayor released a public statement on Monday, March 23 saying that she supports the K Line Northern Extension and would be voting for it to move "full steam ahead" while at the same time drafting a motion that would delay the project by delaying the likelihood of West Hollywood and LA County getting the required funding forward.

I demand you pull this motion to amend and support staff's recommendation. We've already spent 18 months and $2.3M on detailed technical studies; so now the Mayor wants to do ANOTHER technical study outside of Metro. This is unnecessary. We know that tunneling 100 feet below ground has zero surface impacts.

Like the K Line South, this project might be delayed due to the unwarranted concerns of a small number of people.

In addition, like the K Line South vote, the corrupt and unethical actions of Board members are potentially delaying this project and adding millions if not more to the cost. Jackie Dupont-Walker has improperly been influencing the vote behind the scenes while claiming publicly she is recused.

Furthermore, we should save $165M and go back to the DEIR route through Mid City, since tunneling has zero impacts. Please stop playing games with a $15B light rail project, and vote to move it forward cleanly, without delays or amendments, and without collaborating with a "recused" board member.

Sincerely,
M.C. Guerry
Hermosa Beach

From: Urban Growth Advocates [redacted]
Sent: Wednesday, March 25, 2026 10:57:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public comment - "Crenshaw LRT line northern extension"

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I would like to submit public comment in regards to the Crenshaw ("K") LRT line phase II / "northern extension".

Following is my feedback and comment:

(**1**) The line should be referred to as "Crenshaw line" (not "K line"). Generally, please consider reverting back to the traditional rail-line names, not your new senseless "Single Alphabet Letter" line names. Your new line names (e.g. "A line", "B line", etc.) make no sense, and are confusing and rider-unfriendly. The public was totally disregarded when your board made a decision to switch to the "Single Alphabet Letter" line names. On the other hand, the traditional names ("Purple line", "Blue line", "Expo line", "Crenshaw line", etc.) have always worked out great and were incomparably better. Thank you for your consideration.

(**2**) I **support** the proposed "Fairfax / San Vicente" alignment.

(**3**) The plan should also include the "**La Brea**" alignment. As you are aware, La Brea Avenue is a very busy transit corridor, with high transit demand and ridership. Traffic on La Brea Avenue is awful, causing enormous delays and bus wait-time up to 30 minutes during daytime. Bus service on La Brea is extremely unreliable, thus a metro-rail corridor is critically important. Adding La Brea Avenue to the plan will significantly improve our Metro-Rail network and provide a new reliable option for commuters. ***Attached** please find a revised image of the "Crenshaw Line - Northern extension", with my suggestions.

(**4**) Move the proposed "Midtown Crossing" station north-west to be built at "La Brea / San Vicente" (or "La Brea / Pico") location, due to it being a more popular and dense place, including shopping centers;

(**5**) If Metro decides not to include the "La Brea" alignment at the moment, the stations should still be built in such a way so to allow future "upgrades" and seamless integration with the "La Brea" (and/or other corridor) LRT lines.

Thank you.

~ Alek Friedman

Hollywood, California
[redacted]

CRENSHAW ("K") LINE - Phase II Suggestions:

1) Support the "Fairfax / San Vicente" alignment;
2) Consider an additional "La Brea" alignment. It should also be included due to La Brea Avenue being a highly popular north-south corridor. The "La Brea" alignment should also connect to the "Hollywood & Highland" Red line station -- and continue to the "Hollywood Bowl" terminus;
3) Move the proposed "Midtown Crossing" station north-west to "San Vicente / La Brea" intersection, as it's by far more popular than the currently proposed location.



From: ryan chang [redacted]
Sent: Wednesday, March 25, 2026 10:56:04 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR: K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm submitting a comment in support of the K Line Northern Extension into West Hollywood, and I urge the board to vote YES on this agenda item.
Building more transit options will alleviate traffic in this area, and further delays to this project will hold Los Angeles from being the world class city we are striving to be.

[redacted]

From: Auguste Miller <[redacted]
Sent: Wednesday, March 25, 2026 10:56:07 AM
To: Board Clerk <BoardClerk@metro.net>; [redacted]
Subject: (EXTERNAL) Get rid of Lafayette Sq motion now _ say no _Re: Support for the San Vicente-Fairfax Route for the K Line Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Say NO to Mayor Bass's Lafayette Sq motion.

Do not screw over the entire city.

On Mar 23, 2026, at 22:42, Auguste Miller [redacted] wrote:

K Line modifications forced on Metro:
To be clear you are willing to WASTE hundreds of thousands of hours EVERY YEAR of people's (transit riders) time by moving the station slightly off its preferred path, causing a 30 second delay, in order to appease 20 people who are not even serious in their concerns in the first place.

Insanity.

That 30 seconds per trip sounds bad already, but then you realize that results in 100,000 hours per year of transit riders time that is lost forever— Time that could be spent with family, working, etc.

Plus, due to the 350' longer walk to the platforms from the station entrance at Crenshaw/Adams required by the alignment change, it also adds ~2 minutes each way for every rider that uses the station. The ridership estimate for that station is 2,200 riders/day, so you can add another ~25,000 hours per year of lost time.

All-in-all a total of ~125,000 hours per year of transit riders time wasted (people who skew lower income overall) just to appease a few wealthy homeowners (who are not even appeased).

Do the right thing. Be **public servants**. Approve the initial design. Tunnels are built with no impact on the surface every day. There is a greater good here.
Stop acting like a small suburban town and stop treating the public / transit riders like second class citizen, bearing the brunt and wasting their time going forward… for the sake of? Whom?!

History will judge.

Sent from my iPhone

On Mar 22, 2026, at 13:31, Auguste Miller [redacted] > wrote:

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood. The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input *[I recommend watching Nandert's latest video on YouTube or any social media platform at your earliest convenience*] and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Auguste Miller
[redacted]
Venice beach

From: Jeremy Elliott [redacted]>
Sent: Wednesday, March 25, 2026 11:02:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR item #7: Approve the K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

This is an email for item #7 to approve the K Line Northern Extension.

We need any and all extensions of public transit and light rail in Los Angeles - car traffic will only continue getting worse and worse without these crucial improvements!

Thank you,

Jeremy Elliott

From: Ethan Spotts [redacted]
Sent: Wednesday, March 25, 2026 11:12:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Northern K Line Expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Board Members,

My name is Ethan and I'm a Los Angeles resident currently living in Hollywood, but frequently commuting down to Inglewood via Metro as I'm without a car. Currently, my commute takes upwards of 90 minutes for what would otherwise be a 30-40 minute drive and requires me to switch off between a train and bus at three different points.

With the K line being expanded north to meet the Hollywood/Highland station, this would not only greatly reduce many commuters' time, it would also encourage less people in Central LA to drive as they could more easily traverse the Hollywood/Mid-City regions via the LA Metro. I've discussed this expansion with many friends and colleagues and everybody is in favor of it and excited for the potential of LA becoming a truly walkable, less car dependent city as it once was.

I hope that my message along with many others plays into your consideration of approving this expansion. With the Olympics only two short years away, it would make all the difference in the world for many locals and visitors alike.

Thank you for your time!

From: John C. Trang [redacted]
Sent: Wednesday, March 25, 2026 11:16:12 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board and Political Leaders,

Enough delay — approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted. Further delay risks losing this opportunity.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Extension with the San Vicente-Fairfax alignment. Even better would be to switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

For what it is worth, I am a “choice” public transit user. I own a car but use the train and bus to commute to work and to take short trips. I vote in every election, even neighborhood council elections.

Thank you,
John Trang
[redacted]

Sent from my iPhone

From: Ji Hwang [redacted]
Sent: Wednesday, March 25, 2026 11:20:59 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public comment for Metro Board Meeting 3/26/26, FOR ITEM 2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello there,

As a resident of both Los Angeles County and the City of Los Angeles, I strongly support the K Line Northern Extension (Item 2025-0846) and its Locally Preferred Alternative.

My position is in favor of Item 2025-0846 and the advancement of the K Line Northern Extension project.

Los Angeles is in urgent need of expanded, accessible public transit. Our city continues to struggle with severe traffic congestion and increasing noise pollution, which significantly impacts quality of life. A more efficient and reliable subway system is essential for our growing population.

In addition, West Hollywood remains notably disconnected from the existing subway network. This proposed extension would provide critical connectivity, linking residents to major transit lines as well as the LAX Metro Transit Center—an important and necessary improvement for the region.

Thank you for your consideration.

Best,

Ji Hwang

From: Ty Hranac [redacted]
Sent: Wednesday, March 25, 2026 11:16:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7: GENERAL COMMENT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please approve K LINE NORTHERN EXTENSION (KNE) - LOCALLY PREFERRED ALTERNATIVE(LPA) as is with no new amendments or changes. Impacts are already studied and understood, please do not waste taxpayer money and time. Route options have been studied and research has been done/peer reviewed, now it's time to act!

Please think of the quality of life -- and literal lives lost -- by delaying this project. A slower delivery means Angelenos go longer with more polluted air and more congested/dangerous commutes. Sadly, it means more deadly car accidents, especially considering the higher likelihood of driving under the influence around nightlife corridors and venues like WEHO and Hollywood Bowl.

Simply pass as is and let's build a cleaner, safer, more affordable LA!

From: Nicole Cortese [redacted]
Sent: Wednesday, March 25, 2026 11:27:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please Vote YES on the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a concerned Los Angeles resident to urge you to vote YES on the K Line northern extension and to oppose any further delays.

Public transportation is something that connects our communities, helps us make connections and enjoy the city in a more accessible way. It is good for our earth and it is good for our pocketbooks. Please recognize that you are representing your constituents by doing your job and to vote against this is to not support your constituents and instead support your own interests. That is not a noble cause or a noble action.

Los Angeles has waited long enough. Pushing this project to 2041 is not a bureaucratic inconvenience; it is a disservice to the Angelenos who depend on reliable transit to get to work, school, and essential services every single day. More public transportation is not a luxury for this city, it is a necessity.

Every year of delay means more congestion, more emissions, and more residents left without alternatives to driving. The time to act is now.

Please vote YES and move this project forward. The people of Los Angeles are counting on you.

Thank you for your consideration.

Best,
Nicole Cortese

From: Ray Dang [redacted]
Sent: Wednesday, March 25, 2026 11:35:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line extension item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing in support of the K Line extension through the West Hollywood San Vicente-Fairfax alignment and against any obstructions or delays pushed by the small number of homeowners in Lafayette Square over ridiculous concerns that tunneling hundreds of feet below their homes will cause vibrations. These concerns are unfounded and tunneling has been proven safe worldwide. This line would connect LAX, Inglewood, LACMA, The Grove, Cedars Sinai, Beverly Center, most of West Hollywood, Hollywood, and the Hollywood Bowl. Any delay or further study to appease a small number of homeowners is unacceptable. Please approve the project and start now. Thank you.

Raymond Dang
[redacted]

From: Fadairo, O [redacted]
Sent: Wednesday, March 25, 2026 11:36:28 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Olutunde Fadairo
[redacted].

From: Pastor Eddie Anderson [redacted]
Sent: Wednesday, March 25, 2026 11:37:57 AM
To: Board Clerk
[redacted]
Subject: (EXTERNAL) Letter of Support for Agenda Item 7 – K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board of Directors,

I hope this message finds you well. Please find attached a letter from McCarty Memorial Christian Church expressing our strong support for Agenda Item 7 regarding the K Line Northern Extension.

In this letter, we outline our support for the San Vicente–Fairfax alignment as presented in the Draft Environmental Impact Report and share our concerns regarding the proposed adjusted Mid-City alignment. This issue is of deep importance to our

congregation and the broader communities we serve in West Adams and South Los Angeles.

We respectfully ask that you give our perspective your full consideration as you prepare for your vote.

Thank you for your time, leadership, and service to the people of Los Angeles County.

Sincerely,
Pastor Eddie Anderson

--

Rev.Edward L. Anderson M.A.,M.Div
Senior Pastor, McCarty Memorial Christian Church
[redacted]

From: Andrew H <[redacted]>
Sent: Wednesday, March 25, 2026 11:38:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGENDA #7: GENERAL COMMENT K North Extension (KNE)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

AGENDA #7: GENERAL COMMENT K North Extension (KNE)

LA Metro Board,

The Mayor has drafted a motion that would delay the project for community outreach that has already been done, research that has already been done, and for finding route alternatives that has already been done. You've already spent over $2 million on this.

LA Metro staff have already identified 3 routes that would avoid Lafayette Square entirely in the Mid-City Additional Alignment Analysis. Options 5, 11, and 12 do not have easements for Lafayette Square residences.

The Mayors motion would indefinitely delay and likely kill the K North Extension as necessary funding cannot be established without a chosen route. Further delays would kill the ability for an EIFD, as well as raise labor / construction costs, and require even more funding. This would be a catastrophic detriment to the cities of WeHo and LA.

It is blatant that the Mayor's goal is to avoid Lafayette Square because 2 of the Metro Board members live there. BUT WE DON'T NEED TO KILL THE EXTENSION!

If you cannot find the courage to stand up to the baseless concerns of a few dozen people in Lafayette Square and approve the KNE LPA without addendum, then choose option 5, 11, or 12 for phase 1 of the KNE.

Do not indefinitely delay and kill what would be the highest ridership light rail line in the country.

Andrew

From: amelia r <[redacted]>
Sent: Wednesday, March 25, 2026 11:40:05 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Amelia Reyes
[redacted]

From: Paul Brown <[redacted]>
Sent: Wednesday, March 25, 2026 11:40:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I live in LA County and strongly support the K Line Northern Extension (FOR item #7) and the staff recommendation WITHOUT any delays or further costs increases.

Thank you.
-Paul Brown

From: Carter Garcia [redacted]>
Sent: Wednesday, March 25, 2026 11:42:17 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Carter Garcia
[redacted]

From: Chris Elwell [redacted]
Sent: Wednesday, March 25, 2026 11:42:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Fwd: APPROVE THE K LINE; NO MORE DELAY; PROSECUTE CORRUPTION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

This comment is regarding Karen Bass's proposed amendment regarding the K-Line, being voted on tomorrow morning. Thanks.

Begin forwarded message:

From: Chris Elwell [redacted]
Date: March 24, 2026 at 7:57:34 PM PDT
To [redacted]
Subject: APPROVE THE K LINE; NO MORE DELAY; PROSECUTE CORRUPTION

To the Board:

I'm a 25 year resident of the Oxford Square neighborhood (nearly adjacent to the K=Line's mid-town station) and president of the Oxford Square neighborhood association.

Over the last 18 months this board has spent millions of dollars and delayed the project with "studies" at the behest of two members with illegal conflicts of interest (Holly Mitchel and Jackie Dupont-Walker). These members should not have even discussed the project let alone vote to delay it. We are asking the attorney general to review this situation.

The K-Line is extremely important to our neighborhood and has broad support here and throughout the service area. It is projected to have the highest ridership of any line, connecting LAX to Wilshire and Hollywood, and increase the usage of the east-west lines (expo, D-line, red line) thanks to the network effect.

Mid-city is blighted and we need the investment the mid-town station will bring.

The City has dramatically upzOned our area on the basis that density will be served by public transportation. If that's the deal, then build it.

Adopt the staff recommendation, and set to the task of ACCELERATING the construction date.

Everyone sees Mayor Bass's amendment for what it is … a delay tactic, for all intents and purposes fatal to the project.

Approve the project through as staff has recommended.

Regards,

Chris Elwell

From: August Brown <[redacted]
Sent: Wednesday, March 25, 2026 11:50:09 AM
To: [redacted]
>
Subject: (EXTERNAL) It's unacceptable that Mayor Bass' motion to amend will delay K Line North!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Directors Najarian, Butts, and Bass-

The Mayor released a public statement on Monday, March 23 saying that she supports the K Line Northern Extension and would be voting for it to move "full steam ahead" while at the same time drafting a motion that would delay the project by delaying the likelihood of West Hollywood and LA County moving the required funding forward.

This is unacceptable - this line will be the most important transit development in a generation. I demand you pull this motion to amend and support staff's recommendation.

Please stop entertaining delay tactics and NIMBY complaints around a $15B light rail project, and vote to move it forward cleanly, without delays or amendments, and without collaborating with "recused" board member Jackie Dupont-Walker.

August Brown
Los Angeles resident in 90026.

From: cristina korzon[redacted]
Sent: Wednesday, March 25, 2026 11:50:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES on K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk,

Please submit this enail as written public comment for the upcoming Board of Directors meeting March 26, 2026.

I am writing to express strong support for the K Line Northern Extension and to urge the Board to vote in favor of selecting the San Vicente-Fairfax alternative.

The project is crucial to connecting our communities, improving access to job and affordable housing and providing an alternative to freeway travel on the 405. The San Vicente-Fairfax route offers the most ridership potential and directly serves dense residential and employment areas that need this infrastructure the most.

It is time to move past delays and finish this line. I urge the Board to approve this extension and movie it to the next phase of planning and design.

Thank you for your time and consideration.

Sincerely,
Cristina Korzon

Sent from Proton Mail for iOS

From: Jack Riffle [redacted]>
Sent: Wednesday, March 25, 2026 11:52:05 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment in Support of the San Vicente-Fairfax Alignment – K Line Northern Extension (March 26 Board Vote)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board of Directors,

I am writing as a Los Angeles county resident and transit advocate to urge your support for the San Vicente-Fairfax alignment as the Locally Preferred Alternative for the K Line Northern Extension.

Los Angeles is a city of multiple, distinct urban centers, not a traditional downtown-centric metropolis. That geographic reality demands a transit network built like a grid, not a hub-and-spoke system that funnels riders through one central point. The San Vicente-Fairfax alignment is the only option under consideration that meaningfully advances that vision. By connecting the E Line, D Line, and B Line through Mid-City, West Hollywood, and Hollywood, it closes a critical north-south gap in our rail network and creates genuine cross-city mobility for riders traveling between neighborhoods that currently have no practical rail connection.

The numbers bear this out. Metro's own estimates project up to 98,000 daily trips on the full line by 2045, which places it among the highest ridership projections for any light rail line in the country. The alignment places over 125,000 jobs within a half-mile of new stations and brings an estimated 325,000 residents into the transit catchment area. It connects four rail lines and six of the ten busiest Metro bus lines, maximizing the utility of our existing network rather than duplicating it.

Beyond ridership statistics, this alignment serves the people who depend most on public transit. It connects riders to Cedars-Sinai Medical Center, the Farmers Market, the Beverly Center, and the heart of the Rainbow District, which are everyday destinations for renters, workers, and residents across socioeconomic backgrounds. West Hollywood, one of the highest-renter-density cities in Los Angeles County, stands to gain enormous quality-of-life improvements from this investment. That is precisely why 86% of West Hollywood voters backed the vision behind this alignment when they supported Measure M.

I understand that the Planning and Programming Committee advanced this item without a formal recommendation. I urge the full Board not to let procedural hesitation or pressure from opponents of transit infrastructure derail a project that Metro staff, county supervisors, and the community have clearly and consistently supported. The alternative alignments offer a fraction of the connectivity and ridership potential of San Vicente-Fairfax. Choosing a lesser alignment to minimize short-term friction would be a long-term failure of this region's transportation future.

As someone who wishes to live along this route upon graduation from college, I really hope that this alignment goes through and is placed as a priority for the county. Los Angeles has an opportunity to make a transit decision that will shape the city's geography for generations. Please vote yes on the San Vicente-Fairfax alignment.

Thank you for your time and your service to our region.

Respectfully,
John Riffle
South Pasadena, CA
[redacted]

From: Maggie C [redacted]
Sent: Wednesday, March 25, 2026 11:52:00 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7: GENERAL COMMENT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

I'm writing to express my preference for the DEIR alignment and criticize the motion to amend. Please don't further delay the project.

Thanks!

Best,
Maggie Chen

From: Andi Repke [redacted]
Sent: Wednesday, March 25, 2026 11:53:53 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Must Be Delivered Timely

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello metro board,
As someone who went from riding the metro only occasionally 2 years ago to someone who uses it nearly every day - by choice, not even necessity - I know how freeing it is to discover all the places in the city I was going before could actually be reached by metro and that's a feeling everyone deserves. The best way to increase ridership is to expand to places people want (and need) to go to and from, and the K line is going to open up countless amounts of new travelers and travel opportunities. Choosing to put the selfish desires of a small handful of NIMBY's above the thousands and thousands of community members who have been begging and hoping for expanding the metro for years is disgraceful and goes against what this city does best - expanding opportunities in ways that benefit everyone regardless of class structures. Our metro is already falling so behind the expansion efforts of most other major cities, and to willfully keep it from trying to catch up is a bad look (think of the Olympics!). Do the right thing and expand the K Line as soon as possible, it's clearly what the people want, need, and deserve. Thank you.

Sincerely,
A passionate and frequent metro user,
Andi Repke

From: [redacted]>
Sent: Wednesday, March 25, 2026 11:54:19 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda Item #7 "NEEDS MORE CONSIDERATION" Re: Renter Displacement & Neighborhood Integrity

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk and Directors,

Please include this statement in the official record for **Item 7** regarding the K-Line Northern Extension on your March 26 agenda.

As a 25-year resident of **West Hollywood**—having been both a homeowner and now a long-term renter—I offer a unique perspective on the proposed K-Line Northern Extension. I live within three blocks of the potential station at Fairfax and Santa Monica Boulevard.

Since February 2025, I have lived car-free, relying on my bicycle and existing transit. While I value our regional transit goals, I am deeply concerned that the current trajectory of the San Vicente-Fairfax alignment and the 75-year EIFD debt will hollow out the core of our community.

In a compact city like West Hollywood, nearly every neighborhood falls within a half-mile of a major transit hub. Under the streamlining of SB 79, this proximity creates an existential threat to our housing diversity and neighborhood character:

- **The Squeeze on the "Great Middle":** Our current development model favors a bifurcated housing market: high-end units with a small percentage of inclusionary affordable units. This leaves no room for the "Great Middle"—the workforce and long-term residents who rely on rent-stabilized housing. With West Hollywood losing approximately 1,000 rent-stabilized units over the last decade, we are systematically removing the ladder of housing stability.
- **Destabilization of Neighborhood Integrity:** The immense pressure to service 75 years of EIFD debt doesn't just threaten renters; it risks the permanent destabilization of our remaining single-family neighborhoods. Administrative streamlining often bypasses the

nuanced planning needed to protect the integrity of these low-density residential pockets where residents have invested decades of their lives.

Furthermore, I urge the Board to commission a comprehensive Anti-Displacement and Neighborhood Integrity Study specifically for the Santa Monica Boulevard Corridor through West Hollywood before finalizing this alignment. We must have a data-driven understanding of how this infrastructure will affect both our existing rent-stabilized housing stock and the long-term residents who sustain our neighborhood fabric.

Transit infrastructure should be a public good, not a catalyst for a net loss of stable housing or the erosion of established neighborhoods. I urge the Metro Board to ensure that any K-Line approval includes specific, enforceable protections for rent-stabilized stock, single-family compatibility, and the middle-income residents who make West Hollywood a functional, diverse community.

Sincerely,

Victor Omelczenko, West Hollywood Center City Resident

From: Satchel Stevens [redacted]>
Sent: Wednesday, March 25, 2026 11:54:28 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Written Public Comment: Item #7 - FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please accept the following written public comment for the Regular Board Meeting on March 26th, 2026.

- **Item #:** 7
- **Position:** FOR
- **Comment:** I am writing to express my thorough approval of the staff recommendation for the K Line Northern Extension (KNE) Locally Preferred Alternative (LPA). Specifically, I support the approval of the San Vicente-Fairfax alignment and the proposed initial operating segment from the Expo/Crenshaw Station to Wilshire/Fairfax.

Thank you,
Satchel Stevens

From: Christina Giarmidis [redacted]>
Sent: Wednesday, March 25, 2026 11:55:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT FOR West Hollywood / K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

As a resident of West Hollywood for nearly 11 years, myself, along with my neighbors, are in **FULL SUPPORT** for the extension of the K Line, through West Hollywood ending at the Hollywood Bowl.

This would **improve the quality of life** for everyone in the neighborhood, reduce traffic and traffic related accidents/noise, as well as boost the economy in the neighborhood for local businesses by linking us to folks in other parts of LA.

Not only should this project go through, it should *not* be postponed further, and the decision to break ground should be **expedited.** Let's get this done, and the project/construction started ASAP.

LA is the only major city without a trusted train system, it's time we catch up.

Please **APPROVE the extension** of the K Line through West Hollywood.

Thank you,

Christina Giarmidis
She/Her/Hers
[redacted]

From: Ryan Larson [redacted]
Sent: Wednesday, March 25, 2026 11:56:35 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

My name is Ryan and I've lived in West Hollywood for the last 6 years and I wanted to share that I fully **support** the K Line Northern Extension!! The prospect of having a train service so close to home is very exciting.

The timeline for this project feels extremely long - I feel that it **should be expedited** as it could greatly improve the lives and mobility of West Hollywood residents.

Additionally, I'd love to see the inclusion of MERV-14 filters in all trains. Anything to reduce the spread of pollution and airborne illnesses are a plus in my mind. These filters are used by the BART system in the Bay Area and they're great!

Thanks so much,
Ryan Larson

From: nik venet <[redacted]>
Sent: Wednesday, March 25, 2026 12:02:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) PLEASE APPROVE METRO K LINE EXTENSION AND BUILD WITHOUT DELAY

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Build the K Line Northern Extension without delay!

You guys have let a handful of rich people oppress the economic mobility of everyone else for far too long. I emplore you to act in the best interest of all the people, there's good data, decades of reliable research, that shows you improve the quality of life for everyone when a city invests in public transportation.

Build it right, build it fast,

Nik Venet
Los Angeles Native

From: sun yu [redacted]>
Sent: Wednesday, March 25, 2026 12:04:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) For Agenda Item #7- Support for K Line San Vincente Alignment without addendum

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello, I am a resident and regular transit rider in the Los Angeles/Hollywood area and I am writing to support the staff recommendation for the K line Northern Extension and OPPOSE any further delays.

It is absolutely unacceptable to risk or delay any further what will be the highest ridership light rail line in the country and hundreds of millions of taxpayer dollars over the scientifically unfounded fears of a few NIMBY homeowners.

NIMBY's are going to NIMBY but it is your RESPONSIBILITY to vote for the best route that will serve the most amount of people most efficiently while being fiscally prudent and that is Option 1- Draft EIR.

Please support and vote FOR the K line San Vincente LPA Alignment without addendum today.

LA Metro has done a great job with their analysis and has a long history of successful tunneling projects with the B and D lines.

Don't fall for NIMBY baseless lies, Metro will do a great job on the K line Option 1- Draft EIR too.

From: Alvaro Gomez [redacted]>
Sent: Wednesday, March 25, 2026 12:14:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item 7 – Support for K Line Northern Extension LPA (San Vicente-Fairfax)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

I strongly urge you to approve the staff recommendation of the San Vicente-Fairfax alignment and the Hollywood Bowl terminus for the K Line Northern Extension.

As an urban planner and former transportation planning consultant, I believe this is a generational opportunity to finally build the elusive north-south connection between the B, C, D, and E Lines. By linking LAX, Expo/Crenshaw, Museum Row, The Grove, Cedars-Sinai, the West Hollywood Rainbow District, Hollywood proper, and the Hollywood Bowl/Ford Theatre, this is the transit line to end all lines.

As the staff report confirms, this route delivers the strongest mobility benefits of all options studied:

- Highest Ridership: 59,700 daily project trips, connecting 131,500 residents and 125,700 jobs within a half-mile of its stations.
- Transit Equity: 67% of projected trips will be made by low-income riders.
- Climate Action: Reduces regional driving by 135,000 Vehicle Miles Traveled (VMT) daily.

You also have a highly committed partner ready to act in the City of West Hollywood that is actively pursuing funding for this alignment and accelerating its delivery.

The Metro system was built on compromises that left us with a disjointed network. You are now presented with a monumental opportunity to connect so many major destinations, population centers, and job hubs on a single line. If Metro never builds another line after this, the system would still be complete. Do not squander the opportunity. Our children will thank you for it.

Alvaro Gomez

From: Jefferson Zhang [redacted]>
Sent: Wednesday, March 25, 2026 12:17:12 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Crenshaw North <CrenshawNorth@metro.net>
Subject: (EXTERNAL) Public Comment - ITEM #7: K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing in SUPPORT of Item #7 - San Vicente-Fairfax alignment for the K Line North Extension. It is a crucial project to Los Angeles' transit future, and I urge the board to support the DEIR or LPA alignment, and approve it at Thursday's board meeting without further modifications or studies. There has been extensive studies done by staff over the last 18 months on the issue of tunneling, and the board needs to trust the same expertise that tunneled under similarly historic neighborhoods with no disruption. Doing otherwise is foolish, and anti-science. This project needs to be shovel ready as soon as possible; the extension's financial outlook will be in jeopardy if additional delays happen. Thank you and have a nice day.

Sincerely,
Jefferson

From: Eric Espinoza [redacted]
Sent: Wednesday, March 25, 2026 12:20:05 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Eric Espinoza
[redacted]

From: Katelyn Melton [redacted]>
Sent: Wednesday, March 25, 2026 12:20:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) APPROVE THE K LINE EXTENSION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

My name is Katelyn Melton, I have lived in Los Angeles for three years without a car. I rely on Metro almost every day and I am extremely grateful. I've been impressed with Metro's recent efforts connecting the K line to the airport and extending the D line. I've also noticed efforts being made to increase safety in rail stations.

When I first heard about the K line extension through West Hollywood, I was ecstatic. This would connect everything! Every person coming through LAX could access the west side of LA without having to take the roundabout extra long, train after train after train, route through Downtown. And now this week I'm hearing Karen Bass is siding with the wealthy few of our city to block this train's progression. I'm incredibly disappointed with our mayor and she has already lost my vote, but Metro has the chance to save this.

Please, for the sake of our city and our community, approve the K Line extension. Complete the circle of Metro trains through our city, cut commutes in half, connect LAX even more to public transit.

It's the right choice for everyone. Make it.

Thank you for your time and I'm excited to be one of the first D line riders on May 8th.

Regards,
Katelyn Melton

From: Emma Rauscher <[redacted]>
Sent: Wednesday, March 25, 2026 12:20:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda Item 7 Subject K Line Extension (KNE) - Locally Preferred Alternative (LPA)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Emma Rauscher, I live in Los Angeles, and I frequently ride the Expo line. I support Item 7, the approval of the K Line Northern Extension. The K Line Northern Extension closes a major gap in our rail network, connecting the South Bay, LAX, and Hollywood into one continuous corridor. This project is expected to generate up to 59,700 daily trips and increase total K Line ridership to nearly 100,000 daily boardings. That level of connectivity will fundamentally change how people move across Los Angeles, and it's the kind of long-term investment our region needs. Please vote to protect and expand our public transit!

From: Arianna Laidley [redacted]
Sent: Wednesday, March 25, 2026 12:20:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please! Vote YES on the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board,

I am writing as a very concerned Los Angeles resident to earnestly urge you to vote YES on the K Line northern extension and to oppose any further delays to this critical project.

Angelenos have waited long enough. Our city's public transportation infrastructure has historically lagged behind the needs of its residents, and the K Line northern extension represents a meaningful step toward correcting that. Pushing this project to 2041 is a bureaucratic inconvenience AND a disservice to the hundreds of thousands of Angelenos who depend on accessible, reliable transit to get to work, school, and essential services every single day.

More public transportation is not a luxury for this city, it is a necessity. Every year of delay means more cars on already-congested freeways, more carbon emissions, and more residents left without viable alternatives to driving. The time to act is now, not decades from now. I respectfully but firmly urge the Board to vote YES and move this project forward without further delay.

The people of Los Angeles are counting on you to prioritize their mobility, their time, and their future. Thank you for your service and your consideration.

Earnestly,

--

Arianna Laidley, MA, AMFT
Twice Exceptional, Therapist of Color
[redacted]

From: Jae Choi [redacted]
Sent: Wednesday, March 25, 2026 12:21:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board and Political Leaders,

I'm writing ahead of tomorrow's Metro Board hearing regarding approval of the K Line Northern Extension San Vicente-Fairfax alignment.

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment.

Thank you,
Jae Choi
[redacted]

From: Alex Boz [redacted]>
Sent: Wednesday, March 25, 2026 12:25:36 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Alexander Boz
[redacted]

Sent from my iPhone

From: Marlene Larson [redacted]>
Sent: Wednesday, March 25, 2026 12:27:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 7: K line Northern Extension-locally Preferred Alternative

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am against the K Line Northern Extension - Locally Preferred Alternative as it includes tunneling under homes in LaFayette Square, a historic neighborhood (HPOZ/Historic Preservation Overlay Zone) where I live. Any route should bypass historic neighborhoods.

Marlene Larson
[redacted]

From: Lisa Yang <[redacted]
Sent: Wednesday, March 25, 2026 12:26:26 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

From: Asari [redacted]
Sent: Wednesday, March 25, 2026 12:30:22 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Crenshaw North <CrenshawNorth@metro.net>; kathryn@bos.lacounty.gov <kathryn@bos.lacounty.gov>
Subject: (EXTERNAL) Item #7 - Public Comment on K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Greetings,

My name is Asari and I am a college student in Claremont, and a frequent commuter on the LA Metro system. I am FOR the K Line Northern Extension. I'm urging Kathryn Barger to support the staff recommendation for the K Line Northern Extension, item #7, and firmly oppose any further delays.

It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to advance the project without delay. Thank you.

Sincerely,
Asari

From: August Brown [redacted]
Sent: Wednesday, March 25, 2026 12:32:14 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route. In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative. Thank you for considering public input on this important decision.

Sincerely,

August Brown, Silver Lake

From: Rachel Bracker [redacted]
Sent: Wednesday, March 25, 2026 12:32:25 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: Adrienne Bracker-Naor [redacted]
Subject: (EXTERNAL) San Vicente-Fairfax Route (K Line Extension)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

As someone who lives and works directly near the proposed line — and who has lived in Los Angeles my entire life, please select the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project.

My wife and I would be thrilled to have better transit access by this route, and those who oppose it are very much in the minority in our neighborhood.

We live between Fairfax/3rd and La Cienega/Beverly, and the La Cienega/Beverly area DESPERATELY needs an injection of public transit. I invite those who haven't to walk — not drive — along 3rd Street toward that intersection just so you can see how the stroads utterly destroy the vibrant urban setting that the area could have, as it exists in nearby areas, even a block away.

The San Vicente route is necessary if Los Angeles wants to be a modern, vibrant city. The La Brea route is entirely inadequate.

Our city cannot rely on cars (and gas) for a variety of health and political reasons. It should not be the case now and certainly cannot be the case in 100 years. If the board really wants to build long-lasting infrastructure, it must be with the goal of making cars a rare luxury commodity, not a necessity for living in LA.

I strongly urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,
Rachel Bracker-Naor
Beverly Grove

From: ojuuyu [redacted]
Sent: Wednesday, March 25, 2026 12:34:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done

safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Viveka Sharma
[redacted]

Enviado desde mi iPhone

From: IGNACIO DARNAUDE [redacted]
Sent: Wednesday, March 25, 2026 12:36:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) WEST HOLLYWOOD RESIDENTS OPPOSE K LINE EXTENSION COMING TO WEST HOLLYWOOD

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear METRO Board

I've been a West Hollywood resident for a long time and I feel I need to share with you some important information.

The lobbying by West Hollywood Council for 3 subway stations in the city is not motivated by transportation needs but by West Hollywood City Council's alliance with developers. Under state legislation SB79 and local transit overlay policies, the designation of subway stations will trigger zoning changes that allow significantly larger developments within a one-mile radius. This would open the door to large-scale luxury apartment construction across West Hollywood right now, decades before any subway line is actually built—and with no guarantees of meaningful affordable housing.

WEST HOLLYWOOD RESIDENTS ARE VEHEMENTLY OPPOSED TO THE 3 STOPS LOBBIED BY WEST HOLLYWOOD COUNCIL. These ae some of the reasons:

West Hollywood is one of the smallest cities in Los Angeles County at just 1.9 square miles and barely 35,000 residents. Yet Metro's current planning for the K Line extension includes the possibility of **three separate subway stops within West Hollywood's tiny footprint**. For many residents, this proposal raises serious concerns about cost, necessity, environmental risk, and the future character of our city.

The first and most obvious question is one of scale. While our city is lively and culturally significant, it doesn't have the kind of business centers which generate the commuter volume that would warrant three underground stations within less than two miles.

Then there is the issue of cost. The proposed K Line extension has been estimated at **roughly $16 billion**, with West Hollywood taxpayers responsible for approximately **$4 billion of that total**. At a time when many parts of Los Angeles remain severely underserved by public transit, it is difficult to justify allocating such an enormous share of public funds to a city already surrounded by extraordinary transit options.

The engineering challenges should also not be ignored. The proposed alignment around La Cienega passes through an area historically known for its high water table—so much so that the name "La Cienega" literally means "the swamp." Constructing deep subway tunnels in areas with significant groundwater presents major technical complications and long-term maintenance risks. Nearby structures, including the Beverly Center's parking facilities, were designed above ground in part because of these conditions.

There are also environmental and infrastructure concerns. Large-scale tunneling through water-saturated soil often requires extensive and permanent dewatering. This process can destabilize surrounding ground conditions and threaten nearby buildings and infrastructure. West Hollywood has already experienced localized land subsidence linked to groundwater extraction for underground parking and basements. Expanding such activity on the scale required for a subway tunnel could create long-term structural risks for the community.

A **far simpler solution already exists**. With the May 8 opening of the Metro D Line station at Wilshire and La Cienega, West Hollywood will soon sit just minutes away from a major subway stop. Extending the existing West Hollywood Cityline Shuttle to connect directly to that station would provide residents with immediate access to the regional subway system—without spending billions of dollars or subjecting the city to years of disruptive construction in our narrow streets.

Before committing billions of dollars to three subway stations in a city less than two miles across, Metro should take a step back and ask a simple question: **Is this truly the best use of scarce public transportation resources?**

Thanks so much for your attention to this important matter

Ignacio Darnaude

From: Ryan Berry <[redacted]>
Sent: Wednesday, March 25, 2026 12:16:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,
My name is Ryan Berry and I have been living in LA for about 5 years. I regularly take the Metro both to commute to work and just for everyday activities. It is very effective and helpful for everyone to get around the city especially marginalized communities.
I am writing this email to show my support for the K Line extension route that passes through Mid City West, West Hollywood and terminates at the Hollywood Bowl. This route would allow actual train service to the areas of the city that are some of the densest and desirable and allow for more connectivity throughout the entire Metro system.
It would cut traffic times and allow for a more pleasant experience for everyone in LA. Please consider this at the meeting scheduled for tomorrow.
Thank you!
Sent from my iPhone

From: Dani S [redacted]>
Sent: Wednesday, March 25, 2026 12:36:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Clerk, Please submit this email as written public comment for the upcoming Board of Directors meeting on March 26, 2026.

I am writing to express my strong support for the K Line Northern Extension and to urge the Board to vote in favor of selecting the San Vicente-Fairfax alternative.

This project is crucial for connecting our communities, improving access to jobs and housing, and providing a viable transit alternative to the 405 freeway. The San Vicente-Fairfax route offers the highest ridership potential and directly serves dense residential and employment areas that need this infrastructure most.

It is time to move past delays and finish the line. I urge the Board to approve this extension and move it into the next phase of planning and design.

Thank you for your time and consideration.

Sincerely,
Dani
Hollywood

From: Asari [redacted]
Sent: Wednesday, March 25, 2026 12:36:48 PM
To: [redacted]
Cc: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 - Public Comment FOR K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Greetings,

My name is Asari and I am a college student in Claremont, and a frequent commuter on the LA Metro system. I am FOR the K Line Northern Extension. I'm urging Fernando Dutra to support the staff recommendation for the K Line Northern Extension, item #7, and firmly oppose any further delays.

It is unacceptable to risk the highest ridership light rail line in the country, and hundreds of millions of taxpayer dollars, over the scientifically unfounded fears of a few homeowners. Please vote to advance the project without delay. Thank you.

Sincerely,
Asari

From: Mark Charles Smith [redacted]
Sent: Wednesday, March 25, 2026 12:44:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Strong support of accelerated Northern K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am a resident of Los Angeles (Franklin Village/Hollywood Hills), and I am writing to express my strong support for an acceleration of the Northern K Line Extension.

This route, connecting the B, D, and E lines, is vital to Los Angeles - it would eliminate the need to go downtown in order to transfer lines for many residents of Hollywood, West Hollywood, and other neighborhoods.

This route, the K, would stand to become the busiest route, and would be a boon to business and to residents and help alleviate traffic.

Especially in a time where oil prices are skyrocketing with no relief in sight, we should be leaning into solutions like this, and building them as quickly as possible.

Thank you,
Mark Charles Smith

--
Mark Charles Smith
[redacted]

From: Jenny Huls [redacted]
Sent: Wednesday, March 25, 2026 12:53:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please build the K line!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello! I am a condo owner in the Sawtelle area. [redacted]

Please build the K line and save traffic and the environment! Please extend it all the way to the Hollywood Bowl! And please allocate funding to expedite the project.

I personally mostly use the E line currently. I board at the Bundy stop.
Thank you!

From: Amanda Mages [redacted]
Sent: Wednesday, March 25, 2026 12:44:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
I am a resident of LA who is car-free. I rely on public transportation because I cannot responsibly plan my financial future with car payments and car insurance. Many large cities have much more robust and efficient train systems and it is time for LA to join the ranks.

Thank you,
Amanda Mages

From: Lilly Lopez [redacted]
Sent: Wednesday, March 25, 2026 12:54:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 K Line extension — Support WITHOUT delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!
Regarding the K Line extension proposal on #7 of the agenda for tomorrow's meeting, I would like to voice my full support of the extension WITHOUT the delay.

I am a lifelong resident of Los Angeles, and the K Line extension just makes sense. There is a huge demand for greater access to areas of LA with the most destinations. Greater connectivity and transit access will support my neighbors with lower incomes to be able to get around without a car. It will help relieve other metro and bus lines, allow greater resilience if there are delays on other lines, and ease traffic in some of the most densely populated areas of the city.

Los Angeles has waited a very long time for more usable transit, and we should not pass up this opportunity to provide essential city services for the majority of Angelenos just to prioritize the interests of a minority of extremely wealthy neighbors (whose needs the city can also address through this project!).

I urge you to support the K Line extension ASAP without further delay so we can meet our wonderful city's potential.

Thank you for your time

Lillian Lopez

From: Dr Michael Cahn [redacted]>
Sent: Wednesday, March 25, 2026 12:55:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Transit & John F Kennedy

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

In 1962, When President John F Kennedy created the basis for your institution, the Regional Transit Authority, he understood very well how important transit is for the wellbeing of our nation, our cities, our people. I urge you to follow his spirit, and not further delay the build out of the transit system, and create real alternatives for those who soon will no longer be able to afford the gas at the pump.

I also urge you to prove more funding for Ciclavia!

Thanks!

--
Dr Michael Cahn

From: Edward Andrews [redacted]>
Sent: Wednesday, March 25, 2026 12:57:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Support!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi – I am in favor of the K Line North!

Thanks for your attention to this,

Edward

Edward Andrews
Director, Premium Sales
[redacted]

From: Jim Banks [redacted]
Sent: Wednesday, March 25, 2026 12:57:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Opposition to the K LINE 3 Subway Stops in West Hollywood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I've been a West Hollywood resident for almost 30 years and feel compelled to share a concern.

The City Council's push for three subway stations (San Vicente alignment) appears driven less by transportation need and more by alignment with development interests. Under SB79 and local transit overlay policies, these stations would automatically trigger upzoning within a one-mile radius—opening the door to large-scale luxury development long before any subway is built, and without guarantees of meaningful affordable housing.

Many residents oppose the three-stop proposal.

West Hollywood is just 1.9 square miles with roughly 35,000 residents. Placing three underground stations within such a small footprint raises serious concerns about scale, cost, environmental risk, and the future character of the city. We simply do not have the commuter density or business centers to justify this level of infrastructure.

The cost is also disproportionate. The K Line extension is estimated at $16 billion, with West Hollywood taxpayers responsible for roughly $4 billion—despite the city already being well-served by surrounding transit options.

There are also significant engineering and environmental risks. The proposed La Cienega alignment runs through a high water table area ("the swamp"), where tunneling requires extensive dewatering. This can destabilize soil, contribute to subsidence, and threaten nearby structures—issues the city has already experienced.

A practical alternative already exists. With the D Line station opening at Wilshire and La Cienega, extending the West Hollywood Cityline Shuttle would provide immediate subway access without the cost, disruption, or risk of new tunneling.

Before committing billions to three stations in a city under two miles wide, Metro should ask a basic question: is this the best use of limited public transit funds?

Thank you for your consideration.

Best,

Jim Banks

City of West Hollywood

From: Joe McDonald <[redacted]
Sent: Wednesday, March 25, 2026 12:58:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) approve K-Line North WITHOUT Bass motion to delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
I strongly support the K-Line North Extension Locally Preferred Alternative. It must be approved without the motion submitted by Mayor Bass to not approve an alignment.

We voted in favor of Measure M and Measure R and this project must be built as quickly as possible as it is the lynchpin for the Metro system.

Thank you.
Joseph McDonald

From: Lauren Hartz [redacted]
Sent: Wednesday, March 25, 2026 1:04:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the Fairfax-San Vicente Alignment and Speedy (i.e., not 20+ years from now) Construction of the K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I'm writing to you as a 8-year (as of June 2026) Angeleno who first moved to Los Angeles County for college in 2014 and has been proud to call the city of Los Angeles home since graduating in 2018.

Let me be a testament to the statement that transit transforms lives. I had no car when I moved to southern California, so my only ticket out of Claremont on the weekends was the Metrolink train. When I graduated, I move to the Little Bangladesh neighborhood in Koreatown, still with no car, and ignorant to the gold mine I had landed in for mobility across the city. Like many new college graduates, I did not have a fancy salaried job lined up waiting for me after college. I needed to work as a barista and complete additional classes at the community colleges to become a more competitive candidate for entry-level jobs. Because of where I lived, I had access to the major rapid transit line for Vermont Avenue, a short walk to Vermont/Beverly station for the B Line, a similarly short walk or bus ride to Vermont/Wilshire station for the B and D lines, and access via the 754 to the E line and the C line. I worked all over LA when I was first starting out - first West Hollywood, then El Segundo, then Santa Monica, all while attending classes at Santa Monica College on my days off from work. NONE of this would have been possible without access to transit. I would have had to pack my bags and leave Los Angeles after two years. It made a world of difference to me. My life was changed by transit in the City. Now I have a stable job doing what I studied at SMC that helps me give back to Los Angeles. I want that for other neighborhoods that aren't currently served by a Metro rail. I want them to have more opportunities and more options to access those opportunities. Mobility is essential to a healthy city.

Angelenos cannot wait for mobility. We voted overwhelmingly to pass Measure M, and the voters' voices matter too. We cannot keep delaying, obstructing, and studying the projects that we already know will transform our City for Angelenos and visitors. The time to act is now: approve the Fairfax-San Vicente alignment of the K Line North, and do not allow the voices of the few to delay this desperately needed project for decades more.

From: Crystal Kan [redacted]>
Sent: Wednesday, March 25, 2026 1:04:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done

safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Crystal Kan
[redacted]

From: Lahari Kankar [redacted]
Sent: Wednesday, March 25, 2026 1:06:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Yes on train no delays please

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I live in the la and am very upset about the delays happening due to conflicts of interest with the mayor and her homeowner friends. Please think about the rest of the people that live in this city that deserve progress not to be shut down by wealthy elites controlling the city.
Please do the right think for the people that live here and don't delay to appease the rich

From: Mark Charles Smith [redacted]
Sent: Wednesday, March 25, 2026 1:07:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: Strong support of accelerated Northern K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

p.s. I specifically want to call out that I think the San Vicente Fairfax option would best serve the needs of the greatest number of people.

Thanks again!

On Wed, Mar 25, 2026 at 12:44 PM Mark Charles Smith <[redacted] wrote:
Hello,

I am a resident of Los Angeles (Franklin Village/Hollywood Hills), and I am writing to express my strong support for an acceleration of the Northern K Line Extension.

This route, connecting the B, D, and E lines, is vital to Los Angeles - it would eliminate the need to go downtown in order to transfer lines for many residents of Hollywood, West Hollywood, and other neighborhoods.

This route, the K, would stand to become the busiest route, and would be a boon to business and to residents and help alleviate traffic.

Especially in a time where oil prices are skyrocketing with no relief in sight, we should be leaning into solutions like this, and building them as quickly as possible.

Thank you,
Mark Charles Smith

--
Mark Charles Smith
[redacted]

From: Finn Bordal <[redacted]>
Sent: Wednesday, March 25, 2026 1:09:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM 7: FOR - 03/26/2026 Metro Board Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Item 7 K Line Northern Extension - LPA should be approved without (further) delay. Metro has already conducted studies and engaged with the community. There is no reason to sideline this $15 billion project yet again to appease Jackie Dupont-Walker and her neighborhood, especially when the project will have no actual impact on their homes.

Mayor Bass's motion calls for an "independent third-party peer technical review of tunneling impacts..." ENOUGH WITH THE STUDIES. The motion goes on to say, "This process shall in no way impede or delay any current efforts to expedite or advance the project," which does not make sense in the slightest. How will spending millions more on technical studies not delay the project? Let's approve Item 7 and be done with the nonsense, corruption, and obvious lies.

With less hope than Sophia,

Finn Bordal

From: Josh Gray-Emmer [redacted]>
Sent: Wednesday, March 25, 2026 1:14:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 16 — FOR — K Line Northern Extension (San Vicente-Fairfax Alignment)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members:

Please support the San Vicente-Fairfax alignment as the Locally Preferred Alternative for the K Line Northern Extension. This route would better connect Central LA and West Hollywood to jobs, healthcare, cultural destinations, and major activity centers while serving more riders and more low-income riders than the alternatives. It reaches key destinations that residents, workers, and visitors actually rely on and would provide the strongest long-term public benefit. Please vote yes on Item 16 and move forward with the alignment that delivers the greatest mobility, equity, and value for the communities this project is meant to serve.

Sincerely,
Josh Gray-Emmer
Carfree DTLA Resident Who Relies on Public Transit

From: Dominic Bendinelli [redacted]>
Sent: Wednesday, March 25, 2026 1:17:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 7 - FOR (public comment)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

As a frequent Metro rider, I urge the board to swiftly approve the San Vicente-Fairfax alignment. This is one of the most impactful transit projects in the region affecting tens of millions of future riders. 12 alternative routes have been relentlessly studied and gone out for extensive public comment periods that have delayed this project by years already. The professional staff at LA Metro has made their recommendation and now it is time for the board to approve it.

Thank you,
Dominic Bendinelli

From: Adam Kriz <[redacted]>
Sent: Wednesday, March 25, 2026 1:18:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Regular Board Meeting, 3/26/26, FOR Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Regular Board Meeting on 3/26/26

FOR Item #7

To Whom It May Concern:

I send this comment in strong support of the K Line Northern Extension and its San Vicente-Fairfax alignment (the locally preferred alternative).

First and foremost, it is not the role of the City of Los Angeles or the LA Metro to prioritize the property investments of private individuals. It's the job of LA Metro and the city to provide services and improve the lives of all of its residents, regardless of whether or not they are lucky enough to already own mansions in Mid City. Denying or delaying the K Line Northern Extension because a limited number of wealthy homeowners might experience (very minor) disruption would unfairly deny transit services to tens of thousands of other Angelenos. The Angelenos who use transit don't have million dollar homes to segregate from the rest of the city. We often don't even have cars, so we rely on a robust, reliable, and comprehensive transit network to fully access our incredible home.

As a young queer person in the city of Los Angeles, connectivity and transit are vital to my community. This extension represents an important investment in our shared future, connecting new communities and alleviating significant traffic along Fairfax, San Vicente, and Santa Monica. At this meeting, LA Metro is at a crossroad. Does it want to struggle as it underserves a wide range of diverse communities because it bends to the will of a wealthy few who want to maintain a discriminatory and ill-defined "neighborhood character"? Or do we want to create a metro system that serves everyone and stands among the other great public transit systems of the world? We make that decision today. I strongly urge the board to approve the K Line Northern Extension.

Thank you for your consideration.

Adam Kriz
[redacted]

From: Josiah Manzanares [redacted]>
Sent: Wednesday, March 25, 2026 1:17:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT: K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

My name is Josiah Manzanares. I'm a lifelong Angeleno, currently living in Silver Lake (CD13).

I've been taking the metro for as long as I can remember. I share many fond memories of riding with my parents, family members, friends, and partner throughout the city. The metro is the unsung hero of the city, connecting us together from our diverse neighborhoods and communities, bridging gaps and closing distances that are otherwise traversed through endless bumper-to-bumper traffic.

I support the K line extension for a myriad of reasons, the main one being it is what the City of Los Angeles desperately needs. It is an extension that would bring even more areas and communities together, would promote more ridership for the Metro, and would serve as an excellent means of transportation for LA's upcoming events (i.e. Super Bowl LXI; The 2028 Olympics) which, in turn, would assist in boosting California's economy.

There are more pros than cons to extending the K line. Please do not let the voice of a wealthy minority drown out the pleas of many. Build the K line extension.

Thank you for your time.

--
Josiah Manzanares
Writer. Editor. Filmmaker.
[redacted]

From: Tanner Vandenbosch [redacted]
Sent: Wednesday, March 25, 2026 1:20:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Regular Board Meeting 03/26/26 2025-0846 Item 7 Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro Board,

I am submitting a public comment for the March 26th, 2026 Regular Board Meeting, Agenda Item 7. It is critical that the Board approve the staff recommendation for Agenda Item 7 either as it is written or with the selection of the EIR alignment for Mid City portion of the K Line Northern Extension. The Board should absolutely not adopt an amendment that would result in additional studies regarding tunnel safety or potential changes to the alignment in Mid City, or conduct additional community engagement beyond what is currently planned.

This entire project, and in particular the connection between the E Line at Exposition Blvd and the D Line at Wilshire Blvd, is critical for filling in a major gap in the regional transit network, and would result in one of the highest ridership rail lines in the country. There is a unique opportunity for additional local funding to support this project from the City of West Hollywood and LA County that it would be damaging to miss out on. Often Metro faces local opposition when building new transit lines, but here there are communities that are greatly supportive of the KNE and willing to contribute to its completion.

As Metro has proven time and time again, tunneling is safe and would not disturb historic communities in Mid City. Many of the same unfounded concerns were raised in Beverly Hills when the D Line extension was in planning, and Metro made the correct choice to move forward with the project anyways. Metro has already worked with the affected communities to address any legitimate concerns, like relocating the Ralph's.

Again, the Metro Board should adopt the staff recommendation for Agenda Item 7 either with no amendment or an amendment that returns to the DEIR alignment, given unfounded concerns about tunneling. An amendment that requests additional studies regarding tunneling as well as community engagement may violate ethics laws given the potential recusal violations of board member Jackie DuPont-Walker.

Regards,

Tanner Vandenbosch
[redacted]

From: Bozy E <[redacted]
Sent: Wednesday, March 25, 2026 1:24:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7 Support for the K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

Please record the following public comment for the March 26, 2026, Board of Directors meeting regarding Item #7 (K-Line Northern Extension):

Position: FOR

I am writing to express my strong support for the K-Line northern extension. There is a great need for the San Vicente-Fairfax alignment. This extension is long overdue and a step toward the critical need for more public transit within Los Angeles.

This project must be prioritized immediately. I urge that the Board eliminate all delays and expedite and accelerate the building process, as well as MERV-14 filters, with 50 air changes per hour. This is dire for the health maintenance of the public.

Sincerely,

Thank you,

(Bozy) F. E

[redacted]

From: Cal Reinert <[redacted]>
Sent: Wednesday, March 25, 2026 1:25:05 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,

Cal Reinert
Koreatown

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

From: Breda Lund [redacted]
Sent: Wednesday, March 25, 2026 1:28:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment for 3/26 Regular Board Meeting in Support of Agenda Item 7 Subject K Line Extension - Locally Preferred Alternative

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I live in near and ride the E and K Lines. I am writing support of Agenda Item 7, the approval of the K Line Northern Extension.

The K Line is the most important in our rail network since it connects to LAX. The Northern Extension closes a major gap, connecting the areas north of the 10 to LAX and the South Bay. This project is expected to generate up to 59,700 daily trips and increase total K Line ridership to nearly 100,000 daily boardings. That level of connectivity will fundamentally change how people move across Los Angeles, and it's the kind of long-term investment our region needs.

Please approve the K Line Extension - Locally Preferred Alternative.

Sincerely,

Breda Lund

From: Adriel Leon [redacted]
Sent: Wednesday, March 25, 2026 1:31:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I'm writing to urge the Metro Board to approve the K Line Northern Extension San Vicente-Fairfax alignment! Building this line in a timely manner is absolutely critical to the missing North/South connection that will provide significant improvements to connecting to all the other Metro and bus lines. Once built, this will be the busiest light rail line in the country.

West Hollywood is amazingly willing to put up 25% of the project cost. This is absolutely something this board should not take for granted.

I strongly urge the board to NOT delay and agree to any additional studies on the noise/vibrations of tunneling or alternative route options. It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before. The motion that Mayor Bass is presenting will only delay and even jeopardize this absolutely critical project. There has already been enough taxpayer money spent on public outreach, noise/vibrations from tunneling studies, and alternative route options, of which all options have been exhausted.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Adriel Leon
[redacted]

From: Ronny Rueda <[redacted]
Sent: Wednesday, March 25, 2026 1:38:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Board Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I want to just state my support for the K Line North project.

Tunneling technology has come along way and we are capable of safely tunneling under homes and history location (see Regional Connector and D line extension under Beverly Hills High School)

I do not support any attempts to delay the project by adding any additional unnecessary studies that only function to delay this very vital project that is expected to move 100,000 riders daily.

I hope the Board chooses to move the project forward and does not do a bait and switch like the Torrance Extension decision.

Ronny Rueda
Manufacturing Engineer
[redacted]

From: Cooper Crane [redacted]>
Sent: Wednesday, March 25, 2026 1:35:34 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: ccran008@ucr.edu <ccran008@ucr.edu>
Subject: (EXTERNAL) Public Comments for Metro Board Meeting, March 26, 2026, Agenda Item 7 (2025-0846) FOR: Cooper Crane

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Public Comment submission for the Regular Board Meeting, Thursday March 26, 2026 by Cooper Crane.

Thank you for your time.

Best,
Cooper Crane

From: jinkf [redacted]
Sent: Wednesday, March 25, 2026 1:44:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Strong Support for the K Line Northern Extension Project Fairfax-San Vicente (Hybrid) Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Los Angeles County Metropolitan Transportation Authority Board Members,

I want to extend my strong support for the K Line Northern Extension Project. The draft Environmental Impact Report (DEIR) and subsequent community input showed strong support for the Fairfax-San Vicente (Hybrid) Alignment and has my unconditional support. We can no longer delay this project that will benefit current and future generations of Angelenos because of a few dozen community members in Lafayette Square. Please show your support for this alignment for future generations and do not allow a few dozen people concerned only with their personal financial interests sabotage this project. The K Line northern extension must be approved now. Thank you. James Fox, Burbank, CA.

From: Sandra Morales [redacted]
Sent: Wednesday, March 25, 2026 1:41:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Norther n Extension Vote

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello:

I am a housing advocate and highly recommend you Vote YES on K Line Northern Extension. We have been working closely with other Housing Advocates to encourage creative housing around transit and with the Olympics approaching, we should not delay any housing ideas, especially given the small inventory.

I am a seasoned Real Estate Developer with 22 years of experience who needs more inventory for residents.

Solidarity,

Sandra Morales
[redacted]

From: Abrahm Oxley-Hase [redacted]
Sent: Wednesday, March 25, 2026 1:42:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment for Metro Board Meeting on Thursday March 26th

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing to express my strong support for the K Line Northern Extension. As a frequent user of the Metro system, this extension would be transformational for me and other riders. This project has had unnecessary and costly delays to assuage the concerns of residents of Lafayette Square and Wellington Square. Metro staff have done the research and proven that this will have no negative impact on their property. The residents there simply refuse to listen to the science when requesting further delay and study.

Additionally, I find Board Member Jackie Dupont-Walker's continued behind the scenes influence on this process to be deeply unethical and likely illegal. Her property's location results in a perceived financial conflict that requires her to recuse herself from official proceedings and from influencing those proceedings. Her continued involvement is a stain on what should be a legal and orderly process.

We, the citizens of LA, should not have to suffer poor transit connectivity because of the phantom concerns of a few dozen property owners. Nor should we be on the hook for tens of millions more in spending.

I demand you pull this motion to amend and support staff's recommendation. Furthermore, we should save $165M and go back to the DEIR route through Mid City, since tunneling has zero impacts.

Stop playing games with a $15B light rail project, and vote to move it forward cleanly, without delays or amendments, and without collaborating with a "recused" board member.

Thank you,
Abrahm Oxley-Hase
[redacted]

From: rob robmarohn.com [redacted]
Sent: Wednesday, March 25, 2026 1:42:47 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Support for the San Vicente-Fairfax route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

The only thing I would regret is that it can't be built fast enough.

Thank you for considering public input on this important decision.

Sincerely,
Rob Marohn
Laurel Canyon

From: Noah Custer [redacted]
Sent: Wednesday, March 25, 2026 1:44:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) k line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom this may concern,
I will lose money if the k-line project does not move ahead on schedule. I understand you're trying to help your friends, but there is no place in government for that kind of behavior, so if I lose money because this project is delayed, or stalled, until 2041, I will make it my mission to make ensure that you're never elected to another position of power ever again. That kind of blatant disregard for anyone, other than the people you socialize with, is despicable and should not be in this government. The fact that this is even being discussed at all is unfathomable, this project is supposed to help people get to an accessible area areas for an affordable price during the Olympics. If you can't see the benefit you would receive from that, that our economy would receive from that, then you have no place in government. people who complain about being above the K-line are simply worried that their property valuable diminish, but that has been proven a falsity time and time again in Manhattan. I strongly advise that you rethink your position because if I lose money from having to pay for my employees to get up to Beverly Hills, I promise you it will be your problem, not mine. I have more than enough time on my hands to make sure that your life in the government is extremely unpleasant.

Good day,
Noah Custer

From: Carrie Seim [redacted]
Sent: Wednesday, March 25, 2026 1:46:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Midtown resident AGAINST item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,
I am a Midtown resident who is strongly **AGAINST the Item #7 LPA proposal as it stands**. I am absolutely in favor of public transit as well as the K-line extension to West Hollywood. However, the current alignment route will demolish the ONLY full grocery store and pharmacy FOR MILES. This is not just about a few homeowners, it's about creating a **FOOD AND MEDICINE DESERT in the heart of Midtown Los Angeles, in a zip code that has been historically targeted, with a per capita income of only $43,858 per year and a population that is 70%non-white**. It's about **destroying** a community's only grocery store and pharmacy — which many residents walk to — instead of selecting another viable alignment option only a few streets away.

Despite some Metro board members' false reassurances that this grocery store would be relocated before construction begins, we spoken with **Court Young** yesterday, whose family has owned the Midtown Crossing shopping plaza since the 1970s, as well as representatives from Kroeger and CVS that they have received **zero information or outreach from Metro AND WERE NOT EVEN INFORMED ABOUT THE PLAN TO DEMOLISH THE GROCERY/PHARMACY PLAZA until today.**

Metro has failed to do proper outreach to the greater Midtown community and failed to take into account the absolutely unfair burdens this would create to the large, low-income community in greater Midtown Los Angeles.

I urge you to strongly to consider slow this process until another alignment can be selected that will not take away our only grocery store and pharmacy and that will not destroy a historic — and historically targeted — neighborhood in the heart of Los Angeles.

Sincerely,
Carrie Seim
Midtown Resident
[redacted]

From: Hayden Evans [redacted]
Sent: Wednesday, March 25, 2026 1:47:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Meeting - ITEM #7: GENERAL COMMENT - K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Regular Board Meeting - Thursday, March 26, 10:00 AM
ITEM #7: GENERAL COMMENT

I'm writing this comment in the event I'm unable to speak in person during tomorrow's regularly scheduled board meeting.

I am strongly urging the Metro board members to SUPPORT the DEIR alignment for the K Line Northern Extension. It is ridiculous that the scientifically unfounded concerns of about 20 or so wealthy homeowners would take precedence over what would be the light rail with the highest ridership in the country. Especially when Metro has already supplied a peer-reviewed study back in August 2025 where it clearly states there would be no vibration or sound-related impacts to homes for tunnels 100 ft below ground.

The K Line Northern Extension will be vital to improving mobility options in western LA. It would connect with multiple light rail lines and busways and allow greater travel through the region without having to divert through Downtown. This is also vital to West Hollywood in particular as the city is still recovering from COVID-related impacts.

Thanks,
Hayden Evans

From: Kelsey DiLaura [redacted]>
Sent: Wednesday, March 25, 2026 1:48:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Item #7, for K Line expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, regarding tomorrow's meeting: I'm a West Hollywood resident who supports the K Line expansion and San Vicente-Fairfax alignment. I support item 7, The San Vicente Fairfax alternative, to connect high density areas and lower congestion and pollution in my neighborhood. I rode the metro frequently when I lived in Koreatown and could walk to the purple line, so I will also use the metro in West Hollywood once it's in walking distance! One day, I'd like to be able to take the metro to the airport, a reasonable thing that I could do in every other major city I've lived in (except this one). Please keep moving towards that goal. Thank you!

I will try to call in tomorrow, but work during the meeting.

Best,
Kelsey DiLaura
[redacted]

From: Sebastien Siclait [redacted]
Sent: Wednesday, March 25, 2026 1:54:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR the K Line Extension now

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

As a resident of Los Angeles, I am excited and FOR Item #7 the K Line extension to allow for easier navigation of this city. I believe wholeheartedly in the science and expertise behind the staff recommendations for the path of the line as the best possible way to save our city money and still not disrupt the lives of Angelenos.

Please do what is right Los Angeles and don't give into the uninformed criticism of a plan that will make for a better tomorrow in this city!

Thank you for your time,

Sebastien Siclait

From: Sarah Gorr [redacted]
Sent: Wednesday, March 25, 2026 1:55:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) COMMENT Support: LA metro extension #2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm writing in support of the proposed metro extension. LA has a serious traffic congestion that no amount of lane expansion is capable of fixing. The only way forward is to invest in public transit options. Making it easier for people to access the west side to reach not just cultural institutions but their work would be invaluable for the city. It would absolutely encourage me to use my car less and take the train more.

This is a true no-brainer. We need these trains!

--
Sarah Gorr
[redacted]

From: Kat Pickett <[redacted]>
Sent: Wednesday, March 25, 2026 1:55:48 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Kat Pickett
[redacted]

From: Rebecca Mazzaferro <[redacted]>
Sent: Wednesday, March 25, 2026 1:57:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,

I urge you to support the K line northern extension in Los Angeles and overall investment in public transportation.

It is critical to have access to key areas within the city, such as the Hollywood Bowl.

Thank you!

Rebecca

From: [redacted]>
Sent: Wednesday, March 25, 2026 2:04:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am a West Hollywood resident and speak on behalf of many of my neighbors, community members, and peers when I say how much I would love better access to our Metro, public transit, and greater city.

West Hollywood is notoriously well connected by side streets but lacks major freeway access; it is also a central enclave of culture and commerce that brings in folks to work, play, and sightsee from across LA.

I hope that our public leaders consider the immense public benefit of extending the K Line and connecting the city of West Hollywood to our existing metro infrastructure. Thank you for reading this message and representing our community.

Best,
Mariel

From: Chris Elwell [redacted]
Sent: 3/24/2026, 7:57 PM
To: [redacted]
Subject: APPROVE THE K LINE; NO MORE DELAY; PROSECUTE CORRUPTION

To the Board:

I'm a 25 year resident of the Oxford Square neighborhood (nearly adjacent to the K=Line's mid-town station) and president of the Oxford Square neighborhood association.

Over the last 18 months this board has spent millions of dollars and delayed the project with "studies" at the behest of two members with illegal conflicts of interest (Holly Mitchel and Jackie Dupont-Walker). These members should not have even discussed the project let alone vote to delay it. We are asking the attorney general to review this situation.

The K-Line is extremely important to our neighborhood and has broad support here and throughout the service area. It is projected to have the highest ridership of any line, connecting LAX to Wilshire and Hollywood, and increase the usage of the east-west lines (expo, D-line, red line) thanks to the network effect.

Mid-city is blighted and we need the investment the mid-town station will bring.

The City has dramatically upzOned our area on the basis that density will be served by public transportation. If that's the deal, then build it.

Adopt the staff recommendation, and set to the task of ACCELERATING the construction date.

Everyone sees Mayor Bass's amendment for what it is … a delay tactic, for all intents and purposes fatal to the project.

Approve the project through as staff has recommended.

Regards,

Chris Elwell

From: Ryan Byrd [redacted]
Sent: Wednesday, March 25, 2026 2:08:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: Against Option 2 - K line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

As it relates to item # 7.

Sent from my iPhone

On Mar 24, 2026, at 11:08 PM, Ryan Byrd [redacted] > wrote:

Dear Metro Board Member,
I am a resident of Lafayette Square which is a historical Black neighborhood in Mid City, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes older than 100 years old, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving the Mid City community within miles—cutting off access to essential services which will cause a food desert.

The Mid City neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities especially West Hollywood which has full access within a small radius to grocery stores and pharmacies. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.
Sincerely,

Ryan Byrd
Sent from my iPhone

From: Michael Fisk [redacted]
Sent: Wednesday, March 25, 2026 2:11:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Letter of Opposition: K Line Extension (San Vicente Alignment)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing to oppose the **three-station** "San Vicente" proposal. At **just 1.9 square miles**, our city does not have the commuter density to justify three massive underground stations.

This project feels less like a transit solution and more like a giveaway to developers.

Under current laws, these stations would trigger immediate upzoning for luxury high-rises, forever altering our city's character without guaranteeing affordable housing.

Furthermore, the **$4 billion cost to West Hollywood taxpayers is staggering**, especially considering the severe engineering risks. Tunneling through the La Cienega "swamp" (a high water table) threatens to destabilize local soil and existing structures.

We have a better way.
With the new D Line station at Wilshire/La Cienega, we can simply **expand our Cityline Shuttle** to provide subway access. Saving billions while avoiding years of disruption.

Please **prioritize fiscal and environmental responsibility** over unnecessary expansion.

Sincerely,
Michael Fisk
City of West Hollywood resident and homeowner

From: [redacted]>
Sent: Wednesday, March 25, 2026 2:16:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line extension, Agenda no. 7, File no. 2025-0846

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

When the Metro Board meets on March 26, you will be expected to vote on the staff recommendation for the northern extension of the K-Line along the hybrid route, San Vicente to Fairfax to Beverly. We urge you to put off that vote because it rests on risky financial assumptions.

Metro's own cost benefit analysis puts the San Vicente Fairfax route dead last at 3.1 out of 7. Metro staff papered over this fundamental flaw by claiming $4 billion of additional funding from the City of West Hollywood -- just over one-quarter of the projected total budget.

West Hollywood has proposed establishing an Enhanced Infrastructure Financing District (EIFD) to raise the $4 billion by 2041 – at the earliest. Meantime, that leaves Los Angeles on the hook.

West Hollywood's citizenry caught wind of their officials' $4 billion pledge, and they are growing restless. As pressure continues to build, West Hollywood may have to walk back that pledge. If Los Angeles is left holding the $4 billion bag, our citizenry will be restless, too.

Earlier this year, many County of Los Angeles residents shunned proposed new public transit because it would expose their neighborhoods to SB 79's damaging re-zoning. Commendably, the Metro Board pushed back on Sacramento. Nonetheless, as of July 1, SB 79 rezones L.A. neighborhoods based on proximity to public transit.

A growing number of Angelenos now see new public transit as the tip of the spear. Imagine their feelings about Metro if they also associate public transit with a $4 billion burden they never agreed to.

The state legislature and the governor assaulted established neighborhoods and intact communities with SB 79, a blunt instrument as damaging as the urban renewal schemes of the last century. They will be held accountable for the outcome.

The Metro Board will select the route for the northern extension of the K-Line, and you will be held accountable for that outcome. If the reality falls short of rosy projections, the fiscal damage will cast a long shadow over new public transit.

We urge the Metro board to defer selecting the extension route until the funding plan and regulatory environment are on a solid footing.

Respectfully,

Danielle Peters, President, Beverly Grove Neighborhood Association

Brent Kidwell, President, Carthay Circle Neighborhood Association

Greg Goldin, President, Miracle Mile Residential Association

Dale Kendall, President, Save Beverly Fairfax

Brad S. Kane, President, South Carthay Neighborhood Association and Past President, PICO Neighborhood Council (for identification only)

From: Will Sandercock [redacted]>
Sent: Wednesday, March 25, 2026 2:16:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, I'm writing to express my strong support for the K-Line Extension as recommended by Metro staff.

The locally preferred alternative is the best option for this project, and any more "studies" are just a tactic to delay and/or cancel the project. The Metro Board should approve the project as recommended so construction can begin as soon as possible. I live near one of the proposed stations in Hollywood & it's construction would be an immense quality of life increase for me.

-Will Sandercock

From: Kathryn Steenburgh [redacted]
Sent: Wednesday, March 25, 2026 2:18:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!

My name is Kathryn Steenburgh. I'm a resident of LA county (Sherman Oaks) emailing about the K line extension. I'm for item #7! I'm in support of the staff recommendation without delay.

Best,
Kathryn

From: Kelly Pilarski [redacted]
Sent: Wednesday, March 25, 2026 2:19:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't delay further ! Please Build the San Vincente-Fairfax K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Los Angeles County Metropolitan Transportation Authority Board of Directors,

Writing to you as a LACMTA dependent resident of LAC, Please vote **YES** today to approve the San Vicente-Fairfax alignment as the Locally Preferred Alternative for the K Line Northern Extension — and to do so without further delay.

This project has been in discussion since the late 2000s. Angelenos have been patient. We have attended community meetings, submitted comments, participated in study after study. LA Metro has now evaluated more than a dozen alignment options. The analysis is complete. Your own staff has reviewed the Draft EIR, the Mid-City Additional Alignment Analysis, the Cost-Benefit Analysis, and extensive public input — and has recommended the San Vicente-Fairfax alignment. The time for study is over. The time to decide is now.

The case for San Vicente-Fairfax is overwhelming:

Ridership. The San Vicente-Fairfax alignment is projected to attract 60,000 daily trips — the highest of any route studied. More riders means more farebox revenue, more justification for the investment, and a stronger regional transit network.

Connectivity. This alignment connects to four other Metro rail lines and six of the ten busiest Metro bus lines. It closes a critical north-south gap in our rail network, linking the E Line at Expo/Crenshaw directly to the B Line at Hollywood/Highland.

Job access. More than 125,000 jobs would fall within a half-mile of the nine proposed stations. Stations would serve Cedars-Sinai Medical Center, The Grove, the Original Farmers Market, the Beverly Center, and the Rainbow District — destinations that attract workers, patients, shoppers, and tourists every single day.

Equity. West Hollywood has one of the highest proportions of renters in Los Angeles County. These are residents who depend on reliable transit, and who have been passed over by the rail network for far too long. The city of West Hollywood voted 86% in favor

of Measure M in 2016 — the highest rate in the county.

Economic impact. An independent analysis by the Los Angeles County Economic Development Corporation found that the San Vicente-Fairfax alignment would generate $22.5 billion in total economic output during construction, create over 123,000 jobs, and contribute $2.65 billion in tax revenue. Once open, annual ridership is estimated to generate nearly $500 million in economic output.

Delay is not the answer — delay is a cost in its own right. Every year of inaction inflates construction costs, defers economic benefits, and leaves communities without the transit connections which would significantly improve their quality of life.

Your staff has done the work. The LA Metro board should be clearing the path for this sustainable economic powerhouse of a project. The alignment that serves the most riders, connects the most jobs, and has the broadest community support is the San Vicente-Fairfax alignment. Please vote to approve the San Vicente-Fairfax alignment as the K Line Northern Extension LPA.

Let's finish the line!

Respectfully,
Kelly Pilarski
[redacted]

From: Red Gaskell [redacted]
Sent: Wednesday, March 25, 2026 2:20:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) For K-Line Northern Extension Without Delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Board!

I'm a resident in Los Angeles 90012 and wanted to voice my support FOR Item #7 WITHOUT delay.

Thank you!

--
Red Gaskell
Director / Producer
[redacted]

From: Kim Marie Turner [redacted]
Sent: Wednesday, March 25, 2026 2:21:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) metro k line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

hello,

my name is kim turner. i live off melrose & highland zip 90038 and i vote.

i do not think i'm technically in weho but basically i am and it makes zero sense to not run metro line k thru weho. we're on the east edge of weho & need more reliable access than the current bus system provides.

running straight up labrea & connecting to highland does nothing for the staff & patrons of weho stores, bars & restaurants.

it makes growing a business harder than it should be because access is constrained w/out metro service & adding a single stop at labrea & santa monica changes nothing.

it also makes commuting out of weho (downtown, santa monica, universal etc) a challenge because the metro busses through weho are often cancelled or so crowded that you have to wait for the next & the next depending on the day/time.

please make the san vicente - fairfax route the route that actually gets build as it's the only one that will help traffic, help businesses in weho & decrease DUIs because folks can get in & out without needing to drive!

thank you,

kim turner [redacted]

From: Hallie Lo[redacted]
Sent: Wednesday, March 25, 2026 2:23:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Hallie Loc
[redacted]

From: Lindsay Seim <[redacted]>
Sent: Wednesday, March 25, 2026 2:24:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,

I am a Midtown resident who is strongly **AGAINST the Item #7 LPA proposal as it stands**. I am absolutely in favor of public transit as well as the K-line extension to West Hollywood. However, the current alignment route will demolish the ONLY full grocery store and pharmacy FOR MILES. This is not just about a few homeowners, it's about creating a **FOOD AND MEDICINE DESERT in the heart of Midtown Los Angeles, in a zip code that has been historically targeted, with a per capita income of only $43,858 per year and a population that is 70%non-white**. It's about **destroying** a community's only grocery store and pharmacy — which many residents walk to — instead of selecting another viable alignment option only a few streets away.

Despite some Metro board members' false reassurances that this grocery store would be relocated before construction begins, we spoken with **Court Young** yesterday, whose family has owned the Midtown Crossing shopping plaza since the 1970s, as well as representatives from Kroeger and CVS that they have received **zero information or outreach from Metro AND WERE NOT EVEN INFORMED ABOUT THE PLAN TO DEMOLISH THE GROCERY/PHARMACY PLAZA until today.**

Metro has failed to do proper outreach to the greater Midtown community and failed to take into account the absolutely unfair burdens this would create to the large, low-income community in greater Midtown Los Angeles.

I urge you to strongly to consider slowing this process until another alignment can be selected that will not take away our only grocery store and pharmacy and that will not destroy a historic — and historically targeted — neighborhood in the heart of Los Angeles.

Sincerely,
Lindsay Seim
[redacted]

From: Sau Phuong [redacted]>
Sent: Wednesday, March 25, 2026 2:24:39 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Sau Phuong Loc
[redacted]

From: Matt Stauffer [redacted]
Sent: Wednesday, March 25, 2026 2:25:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 7: FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

I wholeheartedly support the K Line Northern Extension San Vicente-Fairfax hybrid alignment.

Metro has spent enough time and money studying this. No alignment will satisfy every single stakeholder. This alignment was not my first choice, but West Hollywood put their money where their mouth is and are willing to front 25% of the costs to get it started fifteen years ahead of schedule. That benefits everyone.

So to my friends in West Hollywood, I say thank you for your generosity. And to the Board I ask that you consider that 71% of LA County voters voted to raise the sales tax to fund this line. It's time to approve it and get it built.

Thank you,

Matt Stauffer
[redacted]

From: Brandon Curran <[redacted]
Sent: Wednesday, March 25, 2026 2:25:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Brandon Curran



From: William Bronshvag [redacted]
Sent: Wednesday, March 25, 2026 2:25:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K-Line north

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing in support of the San Vicente K-Line north route. I live in the area and have no concerns about tunneling. Let's get to work!
William Bronshvag
Sent from my iPhone

From: Brandon Curran [redacted]>
Sent: Wednesday, March 25, 2026 2:26:20 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Brandon Curran



From: Matt Takahashi <[redacted]>
Sent: Wednesday, March 25, 2026 2:26:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay — approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line, D Line, and E Line and will have exponential positive effects across Metro's system.

I want to note that while I reside in Orange County, I regularly travel into LA County and want to use the Metro system more when I do. Projects like the K Line Northern Extension are exactly what would make that a practical choice — a connected, reliable network that serves visitors and commuters from neighboring counties, not just local residents. Regional ridership should be part of this board's calculus.

NO MORE DELAYS OR STUDIES. Approve the K Line Northern Extension San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Matt Takahashi
[redacted]

From: Audrey Neal [redacted]
Sent: 3/24/2026, 10:24 PM
To: klinenorth@metro.net
Subject: I Support the San Vicente-Fairfax Route for K Line North!

Hello there!!

I am a lifelong West Hollywood resident that would love a Santa Monica/Fairfax transit hub. West Hollywood has a great variety of buses but the lack of trains makes traveling neighborhood to neighborhood without a car difficult and time consuming. I used to take the train home from school and it was always kind of a bummer having to exit Hollywood/Highland and wait for the bus (sometimes 20+ minutes) when a train could have gotten me to Santa Monica/Fairfax in just 3 minutes more.

West Hollywood was also originally named Sherman due to the presence of the South Hollywood-Sherman streetcar that ran along what is now Santa Monica Blvd. The city owes a large part of its development to accessible transit and it's time to honor that legacy and increase our available transportation options.

I would love to be able to get across all of Los Angeles by train!! Driving is often dangerous, expensive, and time-sucking polluter and I would much rather have the option to take public transit to run errands, visit my friends, and generally get around.

Very excited for the K Line expansion!!! Laying the track will help create much needed jobs and the completed train will help others get to work, see their loved ones, and more. I think this would be a move that would benefit West Hollywood residents, our fellow Angeleno neighbors, and out-of-towners alike.

Thank you so much and have a lovely week!

Best,
Audrey

From: Matt Payton [redacted]
Sent: Wednesday, March 25, 2026 2:29:12 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

We have had many car accidents over the last few years in West Hollywood and the best solution to this would be to give more people more options besides driving in their individual cars. I'm sure I don't need to tell you in the midst of both a heat and fuel supply crisis that more public transportation is desperately needed.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Matt Payton
West Hollywood

From: Grant Lacey [redacted]
Sent: Wednesday, March 25, 2026 2:29:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line Northern Extension – San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members and Planning Committee,

I am writing as a West Hollywood resident, as well as a strong advocate for public transit, to express my support for the San Vicente–Fairfax alignment of the K Line Northern Extension.

This is a decision that will have a pivotal impact on the future of Los Angeles. It is critical that we get this right—not only for our current communities, but for future generations who will depend on a more connected, sustainable, and equitable transportation system.

Los Angeles has long struggled with car dependency, and projects like this are how we change that narrative. Choosing the San Vicente–Fairfax alignment is a meaningful step toward a more accessible and transit-oriented city.

Thank you for your leadership and for considering public input on this important decision.

Sincerely,
Grant Lacey

From: [redacted] >
Sent: Wednesday, March 25, 2026 2:28:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) West Hollywood No Subway Please

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

24/7 Shuttle: The Real Solution to No Subway in West Hollywood

By Jerome Cleary

Whether it's the "City of the Future" or a masterclass in fiscal fantasy, the debate over the West Hollywood subway extension—specifically the K Line Northern Extension—has reached a fever pitch. While proponents dream of sleek underground tunnels, a cold look at the ledger suggests that the most logical path forward isn't a multibillion-dollar dig, but a high-frequency, 24/7 "Gold Standard" shuttle connecting the heart of West Hollywood to the existing subway infrastructure.

The $15 Billion Question

The current "San Vicente Hybrid" alignment, which would snake through West Hollywood, carries a staggering price tag of nearly $15 billion. For perspective, the distance from the intersection of La Cienega and Santa Monica Blvd down to La Cienega and Wilshire (where the D Line/Purple Line subway already lives) is a mere 1.5 miles.

To insist on a full subway extension for this corridor is to argue that spending billions per mile is a better investment than a dedicated, high-capacity shuttle system that could be implemented for a fraction of the cost.

Comparative Financials: Shuttle vs. Subway

Feature	24/7 Dedicated Shuttle (La Cienega)	K Line Subway Extension (WeHo)
Capital Cost	~$10M - $50M (Vehicles + Lane Tech)	~$11B - $15B

Feature	24/7 Dedicated Shuttle (La Cienega)	K Line Subway Extension (WeHo)
Construction Time	6–12 Months	10–15 Years
Operating Cost	~$200 - $300 per hour	~$500+ per car-hour (estimated)
Flexibility	Route can adapt to demand	Fixed infrastructure
Disruption	Minimal (Signage & Paint)	Decade of street closures & "vibrations"

Stacking the Deck Against WeHo

By insisting that only a subway "makes sense," the City of West Hollywood is effectively being backed into a financial corner. The city is currently exploring Enhanced Infrastructure Financing Districts (EIFD) to capture property tax growth to fund their share of the rail. Essentially, the city is betting its future tax revenue on a project that won't be operational for a decade, all while ignoring a solution that could solve the "last mile" problem today.

The "Ghost Line" Reality

The K Line extension is facing significant headwinds:

- The Funding Gap: Measure M only allocated $2.2 billion for this project. The $13 billion delta remains a massive "if."
- The NIMBY Wall: Neighborhoods like Lafayette Square are already fighting the "vibration" and "tunneling" aspects, threatening to tie the project up in litigation for years.
- The Wilshire Connection: The D Line (Purple Line) is already a high-capacity heavy rail line. A dedicated 24/7 shuttle from West Hollywood's "Rainbow District" straight down La Cienega to the Wilshire/La Cienega station would provide a 5-minute "bridge" to the entire LA rail network without moving a single shovelful of dirt.

The Rational Alternative: The "La Cienega Express"

Instead of a $15 billion tunnel, the City could invest in a Bus Rapid Transit (BRT) Lite or an autonomous shuttle fleet.

1. Dedicated Lanes: Turn the right lanes of La Cienega into 24/7 transit-only lanes between Santa Monica and Wilshire.

2. Frequency: A shuttle every 3 minutes. At that frequency, "waiting" for a bus becomes a thing of the past.
3. Cost-Effectiveness: Even if the shuttle ran at a loss, the subsidy required to keep it free for riders for 100 years would still be billions of dollars cheaper than the interest on the debt for a subway tunnel.

To build a subway for a 1.5-mile gap when a robust shuttle could do the job is a triumph of vanity over arithmetic.

By decoupling the "prestige" of rail from the "utility" of transit, West Hollywood could provide immediate relief to its residents and visitors. It’s time to stop stacking the deck for a project that may never arrive and start moving people today.

Sincerely,
Jerome Cleary [redacted]

From: David Fenn [redacted]
Sent: Wednesday, March 25, 2026 2:35:07 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Item 7 - City of West Hollywood Concerns with Draft K Line Northern Extension Motions Relative to Proposed Enhanced Infrastructure Financing District (EIFD) Formation

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

Please find a letter from City of West Hollywood Mayor John Heilman and Councilmember and WSCCOG Board Chair Chelsea Byers attached regarding concerns with draft Metro K Line Northern Extension motions relative to proposed enhanced infrastructure financing district (EIFD) formation.

Thank you,

David Fenn, AICP
(he/him/his)
Senior Planner
City of West Hollywood [redacted]

From: Patrick Gaarder [redacted]
Sent: Wednesday, March 25, 2026 2:36:27 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Patrick Gaarder

From: Philip Matthys [redacted]>
Sent: Wednesday, March 25, 2026 2:37:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Clerk,

I am a resident of West Hollywood West, the quiet single-family home neighborhood immediately in between the Beverly Center and the Pacific Design Center. I am generally in favor of increasing metro rail options across LA, and in favor of extending the K line northward. But my concern is how a K Line extension could trigger development under SB79, particularly with the San Vicente-Fairfax alignment since the proposed stops at San Vicente & Beverly (Beverly Center) San Vicente & Santa Monica (Weho central) would open up mass development in uniquely quiet neighborhoods that hold remarkable charm and character. Its not fair to burden residents of these neighborhoods with decades of construction projects that will redefine the scale and density of their neighborhoods because they coincidentally sit near locations Metro has decided are best for new stations. There are other nearby areas within West Hollywood where multifamily / large apartment buildings are already the norm and adding density to those areas would not radically change the scale of the neighborhood, it just happens that the blocks closests to these new stations are the last remaining quiet single family streets left in West Hollywood and they should be protected.

Unless Metro can decouple this route approval from SB79 implementation, I oppose the San Vicente-Fairfax alignment. If Metro can secure a commitment from West Hollywood or the appropriate governing authority to implement an Alt Plan whereby the added density required by SB79 is relocated to other parts of West Hollywood where multifamily larger apartment buildings are already the norm, then I would support the San Vicente-Fairfax alignment.

Thank you,
Philip Matthys

From: Brandon Panaligan [redacted]>
Sent: Wednesday, March 25, 2026 2:36:53 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project.

Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente-Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities.

If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route. In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

A project of this scale, done right, would be transformative for this part of the city. Too often, Angelenos are told that real public transit is something other cities get to have. Selecting the San Vicente-Fairfax route is a chance to prove otherwise: that local government can deliver infrastructure that actually reaches the people and places that need it most. The ridership projections, the equity impact, and the sheer density of

destinations along this corridor all point to the same conclusion. This is the route that justifies the investment and earns public trust in what Metro can accomplish.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente-Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Sincerely,

Brandon Panaligan

West Hollywood

From: Benjamin Akley [redacted]
Sent: Wednesday, March 25, 2026 2:36:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am a WeHo resident. Please approve the San Vicente-Fairfax alignment of the K Line Extension. LA needs more public transit, and particularly in my area. There are always lots of reasons not to do things. But change is inevitable, and progress must be made.

Benjamin Akley
[redacted]

From: Rob Salerno [redacted]
Sent: Wednesday, March 25, 2026 2:35:39 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I write this letter as a proud Angeleno and regular Metro rider.

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Rob Salerno
Larchmont/Koreatown

Rob Salerno
[redacted]

From: Jay Jacobson [redacted]
Sent: Wednesday, March 25, 2026 2:38:55 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Karen.bass@lacity.org <Karen.bass@lacity.org>
Subject: (EXTERNAL) Opposition to K-Line Extension Approval Without Critical Safeguards

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing as a concerned West Hollywood resident to strongly urge you **not to approve the K-Line extension as currently proposed** until critical issues affecting our community are fully addressed.

1. Lack of meaningful community outreach
While Metro has engaged with residents in other areas, there has been **no substantial outreach to West Hollywood residents**, including the homeowners and business owners who will be directly impacted. This project is being presented as if our city is unified in support—it is not. Many residents with serious, legitimate concerns have not been heard, while local officials and lobbyists actively push this forward.

2. Unaddressed environmental and structural risks
A critical issue that has not been adequately studied or addressed is the impact on West Hollywood's **high water table (aquifer)**.

Subway stations—and potentially the tunnels themselves—would require **continuous dewatering** beneath hundreds, if not thousands, of homes and businesses. This is not a theoretical concern. West Hollywood is **already experiencing land subsidence** from groundwater removal associated with basements and subterranean parking, including:

- Cracks in buildings
- Sticking doors and windows from shifting frames
- Compromised foundations
- Sinkholes and broken underground pipes

An aquifer is a slow-forming, limited groundwater resource that supports the land above it. When water is removed, the ground loses stability, compresses, and sinks. Expanding dewatering on the scale required for a subway system, including stations, poses **serious long-term risks to structures and infrastructure throughout the city**.

Despite this, these risks appear to be largely overlooked in favor of development priorities. At a time of accelerating climate change, it is irresponsible to proceed without fully understanding the environmental consequences.

At a minimum, Metro must complete thorough, site-specific hydrological, geological, and land-subsidence studies—covering both stations and tunnels—before any approval or advancement of this project.

3. Scale, cost, and necessity concerns
West Hollywood is a **1.9-square-mile city of roughly 35,000 residents**, yet current plans include **up to three subway stations within less than two miles**. This raises serious questions about necessity and proportionality, particularly given the absence of major commuter hubs that would justify such density of stations.

The project is estimated at **approximately $16 billion**, with a significant financial burden falling on taxpayers. At a time when many areas of Los Angeles remain underserved by transit, this allocation of resources is difficult to justify.

6. Displacement and overdevelopment (SB79 impacts)
The proposed stations are closely tied to zoning changes under SB79 and related policies, which would enable **large-scale upzoning within a one-mile radius of each stop**. This creates significant risk of:

- Displacement of rent-stabilized tenants
- Impacts to fixed-income and disabled residents
- Loss of existing affordable housing
- The end of neighborhoods

Even the proposal itself can destabilize neighborhoods by accelerating speculation and redevelopment pressures—**long before any transit benefits are realized**.

There is a widespread concern that the push for three stations is driven less by transit need and more by the opportunity it creates for **large-scale luxury development**.

6. A practical, lower-impact alternative
With the opening of the Metro D Line station at Wilshire and La Cienega, West Hollywood will already be located just minutes from a major subway connection. Extending the existing **West Hollywood Cityline Shuttle** to that station would provide immediate transit access **without the cost, disruption, environmental risk, loss of neighborhoods, or decades of construction** associated with the K-Line extension.

Before committing billions of dollars and exposing an entire community to potential environmental and structural harm, Metro must take a step back and ensure that this project is safe, necessary, and truly in the public interest.

We respectfully urge you to delay any approval of the K-Line extension until:

- Meaningful community outreach in West Hollywood has been conducted
- Comprehensive, site-specific environmental and subsidence studies are completed
- The full impacts of SB79-related upzoning and displacement are transparently addressed
- Lower-cost, lower-impact alternatives have been seriously evaluated

The safety, stability, and character of our community depend on it.

Sincerely,
Jay Jacobson
West Hollywood Resident

From: Joey Hartle [redacted]
Sent: Wednesday, March 25, 2026 2:41:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3-26 Board Meeting Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing out of a concern for the potential outcome of this board meeting. The development of a better transit infrastructure within LA is something very important to me and so many others, and cannot stand to be postponed for what I feel are concerns based outside the realm of reality. The realization of this line would alleviate concerns as to whether or not one could attend school or work in the instance that their car unexpectedly breaks down (if they are so fortunate to have that luxury), without funds for to repair or buy another. I do not believe these reasons to delay the K Line Northern Extension are justified given the scientific support that the project will not be so intrusive contrary to the fears of those 22 individuals in Lafayette Square.

Joey Hartle

From: Lora Hakanson [redacted]>
Sent: Wednesday, March 25, 2026 2:41:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension San Vicente

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello LA Metro Board,

I'm writing in strong support of the San Vicente-Fairfax option for the K Line extension. This option would connect Angelenos to the most major job centers, easing the commute for transit riders and drivers alike. I myself could finally take the train to work if this option were built, as I work at the restaurant A.O.C. across the street from Cedars Sinai. Many of my coworkers bike to work, which can be dangerous at night when we leave work. Please choose the San Vicente-Fairfax option as it is in the best interest of the people who live and work in the city.

Thank you,
Lora Hakanson

[redacted]

From: Emmanuel Alcantar [redacted]
Sent: Wednesday, March 25, 2026 2:42:13 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

For those of us who live, work, and move through Los Angeles every day, this option reflects how people actually experience the city. The San Vicente–Fairfax route connects neighborhoods that are active and underserved by rail today, while linking people to where they work, access services, and spend time with their communities.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

At a time when Angelenos are facing rising costs, long commutes, and the urgent need for more sustainable transportation options, we must invest in transit that meets people where they are and takes them where they need to go.

I urge the Metro Board to prioritize long-term regional benefits by selecting the San Vicente–

Fairfax route as the Locally Preferred Alternative and against any amendments that would delay this route.

Thank you for considering public input on this important decision.

Sincerely,
Emmanuel Alcantar
Los Angeles

From: Draco Charleston <[redacted]>
Sent: Wednesday, March 25, 2026 2:45:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line Extension comment (in support)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board Members,

I would like to express my support for the K-line extension and completion of the extensions planning process.

I am against the push for continual research and termination of the project. The project must begin construction soon!

As a non-native frequent visitor to Los Angeles, I am heavily dependent upon Metros extensive transit network (Along with Metrolinks passenger rail transit network). I use metro to explore and discover Los Angeles attractions along the Metro routes.

Thank you for your consideration,

Austin Estrada from Riverside, CA

Get Outlook for iOS

From: Manuel Hernández [redacted]
Sent: Wednesday, March 25, 2026 2:48:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: K Line North Extension Project

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

It has come to my attention that everyone who is involved w/ expanding public transit isn't really trying to expand public transit at all. I'm still livid that the K Line South Extension [Item #7] will have the possibility of the Hawthorne alignment due to fearmongering, and we are doing this again with the K Line North project. I also fear that this group is colluding w/ this and many other projects that we ***should*** be expanding elsewhere: such as, but not limited to: Southeast Gateway, the E Line extension to Whittier, and the possible Vermont Heavy Rail Line to alleviate the ridership from Line 204.

Leading the collusion is Jacquelyn Dupont-Walke, who is leading the Lafayette Square "coalition" and is letting her people know that they would rather implement a freeway in their backyards because they love their cars instead. With that being said, if there really is collusion, there should be an independent investigation as to why that is because this isn't working. We need competent people who will run this agency; not to mention, cancelling or postponing this proponent will set a precedent that you are not into expansion and that you don't want to create more jobs within the Metro Rail system - custodians, track inspectors, train operators, supervisors, controllers, etc.

I urge you to vote for the extension and to help West Hollywood out plus having a branch for a possible light rail line on Santa Monica Boulevard because they also need improvements to get around town. We need options to get around town, not being handicapped by a few "homeowners" who are worried for absolutely nothing. This is urgent and I urged you to approve Item #7 immediately.

From,

Manuel H.

From: Lucas Silva [redacted]
Sent: Wednesday, March 25, 2026 2:50:24 PM
To: Board Clerk <BoardClerk@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: Board Clerk
[redacted]
Subject: (EXTERNAL) Strong Support for K Line North Extension – San Vicente Alignment- (do not delay construction!)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Los Angeles County Metropolitan Transportation Authority Board,
I am writing to express my strong support for advancing the K Line Northern Extension using the San Vicente alignment as the Locally Preferred Alternative.
First and foremost, t**his project should NOT be delayed any longer.** Los Angeles needs this, and the thought that a small group of homeowners and LA politics can delay this even further is a dis-service to Los Angeles constituents. Build this line by 2035 so the people of LA get what they deserve!
As a resident of Los Angeles, I can confidently say that an extension like this opens up transit opportunities on an entirely different level. Today, many of us are forced to rely on driving for trips that could and should be served by efficient rail. The opportunity cost of this is significant—time lost in traffic, increased transportation expenses, and reduced access to jobs, services, and community amenities. A direct, well-aligned transit corridor like San Vicente has the potential to fundamentally shift how people move across the city and reduce that dependency on cars.
From both an infrastructure delivery and economic development perspective, the San Vicente alignment represents the most effective and responsible investment for Los Angeles. It provides a direct, high-demand corridor that will maximize ridership, improve regional connectivity, and deliver long-term value to taxpayers.
Equally important- **the significant impact this decision will have on small and local businesses, particularly within the construction and infrastructure sector. It will directly impact the local, small, disadvantaged business we operate within southern California.**
Projects of this scale are not just transit investments—they are economic engines. The San Vicente alignment will:

- Create meaningful opportunities for **small, local, and disadvantaged businesses (DBE/SBE firms)** to participate in construction, procurement, and long-term maintenance
- Drive job creation across skilled trades, field operations, and professional services
- Support workforce development and provide pathways for local hiring and apprenticeship programs
- Strengthen the local construction ecosystem by ensuring consistent and equitable access to public infrastructure work

As someone directly involved in construction operations and project delivery, I have seen firsthand how critical projects like this are in sustaining small businesses. The San Vicente alignment stands out not only for its operational and ridership advantages, but also for its ability to support a broader ecosystem of contractors, suppliers, and local businesses that are essential to delivering this project efficiently and successfully.

I respectfully urge the Board to approve the San Vicente alignment as the Locally Preferred Alternative. This decision will not only strengthen our transit system, but also invest in the people, businesses, and workforce that build and sustain our city.

Thank you for your leadership and consideration.

Sincerely,

Best,

Lucas Silva
Operations Manager
[redacted]

From: Priscilla Moynier [redacted]>
Sent: Wednesday, March 25, 2026 3:14:52 PM
To: Board Clerk <BoardClerk@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Strong Support for K Line North Extension – San Vicente Alignment- (do not delay construction!)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Los Angeles County Metropolitan Transportation Authority Board,

I am writing to express my strong support for advancing the K Line Northern Extension using the San Vicente alignment as the Locally Preferred Alternative.

First and foremost, t**his project should NOT be delayed any longer.** Los Angeles needs this, and the thought that a small group of homeowners and LA politics can delay this even further is a dis-service to Los Angeles constituents. Build this line by 2035 so the people of LA get what they deserve!

As a resident of Los Angeles, I can confidently say that an extension like this opens up transit opportunities on an entirely different level. Today, many of us are forced to rely on driving for trips that could and should be served by efficient rail. The opportunity cost of this is significant—time lost in traffic, increased transportation expenses, and reduced access to jobs, services, and community amenities. A direct, well-aligned transit corridor like San Vicente has the potential to fundamentally shift how people move across the city and reduce that dependency on cars.

From both an infrastructure delivery and economic development perspective, the San Vicente alignment represents the most effective and responsible investment for Los Angeles. It provides a direct, high-demand corridor that will maximize ridership, improve regional connectivity, and deliver long-term value to taxpayers.

Equally important- **the significant impact this decision will have on small and local businesses, particularly within the construction and infrastructure sector. It will directly impact the local, small, disadvantaged business we operate within southern California.**

Projects of this scale are not just transit investments—they are economic engines. The San Vicente alignment will:

- Create meaningful opportunities for **small, local, and disadvantaged businesses (DBE/SBE firms)** to participate in construction, procurement, and long-term maintenance
- Drive job creation across skilled trades, field operations, and professional services
- Support workforce development and provide pathways for local hiring and apprenticeship programs
- Strengthen the local construction ecosystem by ensuring consistent and equitable access to public infrastructure work

As someone directly involved in construction operations and project delivery, I have seen firsthand how critical projects like this are in sustaining small businesses. The San Vicente alignment stands out not only for its operational and ridership advantages, but also for its ability to support a broader ecosystem of contractors, suppliers, and local businesses that are essential to delivering this project efficiently and successfully.

I respectfully urge the Board to approve the San Vicente alignment as the Locally Preferred Alternative. This decision will not only strengthen our transit system, but also invest in the people, businesses, and workforce that build and sustain our city.

Thank you for your leadership and consideration.

Sincerely,

From: James Esser [redacted]
Sent: Wednesday, March 25, 2026 2:51:02 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
James Esser
[redacted]

From: Paola Romero-ceron <[redacted]>
Sent: Wednesday, March 25, 2026 2:51:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote to extend the K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,

I am a resident of Los Angeles and as someone who lives and works in LA I urge the board to please vote yes on the K-Line northern extension.

We are in a climate crisis, we don't need anymore vehicles on the road. We don't need anymore surveillance cameras either. If we prioritize Metro extensions and fast and efficient public transit we won't need to employ speeding cameras.

Please vote to extend the K line and stop delaying Metro extensions.

Thank you,

Paola Romero
Los Angeles Healthcare worker and resident

From: Elisa Visick [redacted]
Sent: Wednesday, March 25, 2026 2:54:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Meeting 3/26 - Item #7 - FOR K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

I am unable to attend the board meeting but would like to express my strong support for the K Line Extension.

Please pull the Mayor's motion to amend and support the staff's recommendation WITHOUT DELAY. Furthermore, we should save $165M and go back to the DEIR route through Mid City, since tunneling has zero impacts.

This rail line will be transformative for LA and needs to be moved forward without delay. Requiring additional study will do nothing but imperil funding and delay this critical infrastructure for a decade or more.

Thank you,
Elisa Visick
[redacted]

From: Chelsea Patterson [redacted]>
Sent: Wednesday, March 25, 2026 2:58:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,

Chelsea Patterson
Mid City Resident

From: Brian Calderón Tabatabai <[redacted]
Sent: Wednesday, March 25, 2026 2:59:46 PM
To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,

Brian Calderón Tabatabai
Former Mayor, City of West Covina
Educator | Ethnic Studies | Community Leader



Building justice through education & public service



[redacted] |  [redacted]

From: Deepa Krishna <[redacted]>
Sent: Wednesday, March 25, 2026 3:00:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) LA Metro Regular Board Meeting on 3/26, Agenda Item #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I would like to strongly advocate for the staff's recommendation for the K Line Extension with a tunnel through Crenshaw/Option 2 with no amendments or delays.

I lived in NYC near the construction of the Q line extension that connected a train transit desert to the entire city. I can attest to the fact that construction there was not a nuisance for residents as construction lasted for years without issue. I remember when the train opened and how excited I was to be able to walk mere steps to be transported to another borough in minutes.

I appreciate the lengths that staff has gone, to work for an additional 18 months at millions of dollars of expense to ensure construction is the least disruptive to the residents of Lafayette Park.
Many of the residents of Lafayette Park appear to be focused on their own worries and not the public good. They cannot envision how transit can transform a neighborhood by bringing new businesses, travelers, revenue, and integration of communities because they may not have lived in a city with extensive public train transit. It's your job as a member of the governing body to see these things for the future and sell them to constituents who may not have the experience or vision, and to allay their fears. I hope you vote for transformative change over the fear of perceived inconvenience.

I live in West Hollywood and eventually this "inconvenience" will essentially run under my condo on Santa Monica Blvd. But I am advocating for it because I know public transit can change people's lives for the better. If you care about the climate, the city, the residents and its future you will vote for the staff recommendation without delay.

Deepa Krishna
West Hollywood

From: Michael Barron, III [redacted]
Sent: Wednesday, March 25, 2026 3:03:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

As an East sider who used to work on the west side and had to deal with the consistently terrible commute, please do not differ from the staff recommended plan. It would make so many peoples lives so much easier. Please consider a future of Los Angeles that takes into account the needs of all its citizens.

Thanks,
Michael

From: Susan Rudick <[redacted]>
Sent: Wednesday, March 25, 2026 3:03:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

Reject the current alignment

Ensure a fair and transparent evaluation of alternatives

Provide meaningful and timely engagement with our community

Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.
Sincerely,
Mid City Resident

Sent from my iPhone

From: Mary Beth Fielder <[redacted]>
Sent: Wednesday, March 25, 2026 3:04:20 PM
To: [redacted]
Subject: (EXTERNAL) URGENT: Formal Ethics Complaint / Conflict of Interest - Item 7 (K Line)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Metro Ethics Officer and Members of the Board,

My name is Mary Beth Fielder, and I am a resident of the Oxford Square neighborhood in Los Angeles. I am writing to submit a formal objection to the proposed **$136 million "Option 2" detour** for the K Line Northern Extension (Item 7 on the March 26th Agenda).

I am formally requesting an immediate investigation into a significant **Conflict of Interest** and a **Breach of Fiduciary Duty** regarding the allocation of public funds for this project.

Basis for Complaint:

- **Conflict of Interest:** Public reporting by **LAist** has identified that two Metro Board members reside within the 33-home radius that would benefit from this $136 million detour. Despite their recusal, reports indicate that private "shadow meetings" have occurred to influence this outcome.
- **Misuse of Public Funds:** Metro's own technical staff has recommended the **San Vicente-Fairfax Hybrid alignment** as the most efficient and cost-effective route. Approving a $136 million "private favor" against the recommendation of your own experts constitutes a mismanagement of taxpayer dollars.
- **Endangering Project Viability:** This detour invalidates years of environmental studies, risking our **2029 "Fast-Track" status** and billions in accelerated funding. This would effectively default the project back to **2047**, depriving the public of essential transit for nearly two decades.

I urge the Board to **reject the detour** and uphold the staff-recommended alignment. We are monitoring this vote closely alongside our neighbors in Mid City and P.I.C.O. and expect a full investigation into the reported "shadow meetings."

Respectfully,

Mary Beth Fielder

[redacted]

[redacted]

[redacted]

From: Anne Marie Drolet [redacted]
Sent: Wednesday, March 25, 2026 3:04:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Regular Board Meeting 3/26 - Item 30 - APPROVE

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
My name is Anne Marie Drolet. I'm a bike mechanic with Bicycle Transit Systems. I'm also the chief shop steward for our union, TWU 320. I am very much in favor of Mod 21. I love the work I do at Bicycle Transit Systems and I know my coworkers would say the same. We want to continue this important service, we want to see a bike share system that thrives, and we want to keep providing an alternative and, arguably, far superior way of getting around the city. We're a strong unionized workforce and we're proud of the work we do at Bicycle Transit Systems. So let's keep this going.

From: Sally Boldt [redacted]
Sent: Wednesday, March 25, 2026 3:04:30 PM
To: [redacted]
Subject: (EXTERNAL) URGENT: Formal Ethics Complaint / Conflict of Interest - Item 7 (K Line)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

As an Oxford Square resident, I am filing this formal objection to the **$136M 'Option 2' detour**.
Public reporting indicates a clear **Conflict of Interest** involving recused Board members who reside within the 33-home area benefiting from this detour. Approving a $136M expenditure of public funds for a 'private bypass'—against the clear recommendation of Metro's own technical staff—constitutes a **breach of fiduciary duty**.
Furthermore, this detour jeopardizes billions in accelerated funding and risks an **18-year delay** to the project. I urge the Board to reject the detour and uphold the **San Vicente-Fairfax alignment**. We are monitoring this vote closely and expect a full investigation into the 'shadow meetings' reported by the press.

Best regards,

Sally Boldt, Oxford Square resident

From: Keith Jefferies [redacted]
Sent: Wednesday, March 25, 2026 3:05:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR — support for San Vicente-Fairfax alternative of K Line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing in support of the San Vicente-Fairfax hybrid alternative of the K Line Northern Extension.

As a regular user of the LA Metro system, it seems obvious that we really need the transit opportunities and stations that this extension will provide, particularly linking West Hollywood to the rest of the train system.

Thank you,

Keith Jefferies
Los Angeles resident
([redacted]

From: Carl Dumont [redacted]>
Sent: Wednesday, March 25, 2026 3:05:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Carl Dumont [redacted]
Subject: (EXTERNAL) K Line Extension: AGAINST Currently Proposed Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you: Reject the current alignment Ensure a fair and transparent evaluation of alternatives Provide meaningful and timely engagement with our community Restore trust through open communication and accountability We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely, Mid City Resident
Carl Dumont

From: Justin Verbiest [redacted]
Sent: Wednesday, March 25, 2026 3:07:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Justin Verbiest
[redacted]

From: Anna Lane [redacted]
Sent: Wednesday, March 25, 2026 3:06:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

Anna Lane
Comedy writer. Mother. Self-medicator.
[redacted]

From: Joseph Cohen May <[redacted]>
Sent: Wednesday, March 25, 2026 3:08:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I would like to strongly urge the Metro board to select the staff-recommended Locally Preferred Alternative for the K Line Northern Extension and reject any motion that would not select a route for the entire extension. The tunneling concerns do not have any scientific merit and no more money should be wasted on additional studies.

Best,
Joseph Cohen May
Santa Monica

From: [redacted]
Sent: Wednesday, March 25, 2026 3:09:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Vote: OPPOSE THE K LINE NORTHERN EXTENSION! Formal Opposition to the Three-Station Subway Expansion in West Hollywood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Metro Board,

As a Los Angeles County resident of 50 years and a West Hollywood resident for over 30, I am writing to express my strong opposition to the proposal for three subway stations within our city. The current outreach has failed to capture the genuine concerns of the residents most affected by this plan.

My opposition is rooted in four critical areas:

- **Scale and Utility:** West Hollywood spans less than two square miles. Placing three stations in such a compact area is unjustified, particularly as we lack the commercial density to support this level of infrastructure.
- **Geological Safety:** Tunneling through a high water table in a known seismic zone is a recipe for disaster. We have already witnessed the damaging effects of land subsidence and dewatering in our neighborhoods. Where are the site-specific hydrological and geological studies to prove this won't lead to cracked foundations or sinkholes?
- **Economic Risk:** With a $16 billion price tag, this project is a staggering expenditure. We must look to the fiscal crises facing systems like BART as a cautionary tale against over-extension.
- **Displacement:** Combined with SB79, this route encourages aggressive upzoning that threatens our rent-stabilized housing. This project prioritizes developer profit over the stability of our disabled and fixed-income residents.

The Alternative: Rather than decades of construction and billions in debt, Metro should expand the **Cityline Shuttle** to connect with the D Line at Wilshire/La Cienega. This is a practical, cost-effective solution that serves residents without destroying the fabric of our community.

I urge you to reject and vote against the three-station subway expansion proposal.

Thank you for your consideration.

Beverly Lund

[redacted]

From: Grace Park [redacted]
Sent: 3/25/2026, 10:46 AM
To: klinenorth@metro.net
Subject: I am a Lafayette Square resident and I oppose the K Line extension

Dear Metro Board Member,

I am a resident of Lafayette Square, and I strongly oppose LPA Option 2 for the K Line Northern Extension.

This alignment deviates from the original plan following the elimination of the Crenshaw/Wilshire station, and it unfairly shifts the burden onto our historic residential neighborhood.

LPA Option 2 would create approximately 22 subsurface easements beneath homes, raising serious concerns about property rights, structural impacts, and construction disruption.

It would also remove our local grocery store and the only pharmacy serving our community within miles—cutting off access to essential services.

Our neighborhood should not bear the brunt of accommodating changes made to meet the needs of other communities. We ask Metro to reject LPA Option 2 and pursue an alternative that avoids unnecessary impacts to residential areas and preserves critical local resources.

Thank you for your consideration.

Sincerely,

Grace Park

--
Grace Park
[redacted]

From: Michael Rola [redacted]>
Sent: Wednesday, March 25, 2026 3:11:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES to K Line North extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello.
I cannot attend the meeting in person tomorrow, but as a Hollywood resident on the West Hollywood border I would please ask the board to vote YES to K Line North extension. It has my enthusiastic support.

Michael

Michael Rola
[redacted]

From: Susan Grueneberg [redacted]
Sent: Wednesday, March 25, 2026 3:12:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension
CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Nicholas Steinman <[redacted]
Sent: Wednesday, March 25, 2026 3:12:45 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Nicholas Steinman
[redacted]

From: Robi Reed [redacted]
Sent: Wednesday, March 25, 2026 3:13:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Sayer Delk [redacted]
Sent: Wednesday, March 25, 2026 3:13:27 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Sayer Delk
Fairfax Neighborhood

From: Mia Marano <[redacted]>
Sent: Wednesday, March 25, 2026 3:13:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,

Mia Marano
Mid City Resident

From: Rob Wood [redacted]>
Sent: Wednesday, March 25, 2026 3:14:05 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Rob Wood
[redacted]
(A constituent who would have nearby and needed access to this extension, among thousands of other Angelenos.)

From: Lucas Silva [redacted]>
Sent: Wednesday, March 25, 2026 2:50:24 PM
To: Board Clerk <BoardClerk@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: Board Clerk
[redacted]
Subject: (EXTERNAL) Strong Support for K Line North Extension – San Vicente Alignment- (do not delay construction!)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Los Angeles County Metropolitan Transportation Authority Board,
I am writing to express my strong support for advancing the K Line Northern Extension using the San Vicente alignment as the Locally Preferred Alternative.
First and foremost, t**his project should NOT be delayed any longer.** Los Angeles needs this, and the thought that a small group of homeowners and LA politics can delay this even further is a dis-service to Los Angeles constituents. Build this line by 2035 so the people of LA get what they deserve!
As a resident of Los Angeles, I can confidently say that an extension like this opens up transit opportunities on an entirely different level. Today, many of us are forced to rely on driving for trips that could and should be served by efficient rail. The opportunity cost of this is significant—time lost in traffic, increased transportation expenses, and reduced access to jobs, services, and community amenities. A direct, well-aligned transit corridor like San Vicente has the potential to fundamentally shift how people move across the city and reduce that dependency on cars.
From both an infrastructure delivery and economic development perspective, the San Vicente alignment represents the most effective and responsible investment for Los Angeles. It provides a direct, high-demand corridor that will maximize ridership, improve regional connectivity, and deliver long-term value to taxpayers.
Equally important- **the significant impact this decision will have on small and local businesses, particularly within the construction and infrastructure sector. It will directly impact the local, small, disadvantaged business we operate within southern California.**
Projects of this scale are not just transit investments—they are economic engines. The San Vicente alignment will:

- Create meaningful opportunities for **small, local, and disadvantaged businesses (DBE/SBE firms)** to participate in construction, procurement, and long-term maintenance
- Drive job creation across skilled trades, field operations, and professional services
- Support workforce development and provide pathways for local hiring and apprenticeship programs
- Strengthen the local construction ecosystem by ensuring consistent and equitable access to public infrastructure work

As someone directly involved in construction operations and project delivery, I have seen firsthand how critical projects like this are in sustaining small businesses. The San Vicente alignment stands out not only for its operational and ridership advantages, but also for its ability to support a broader ecosystem of contractors, suppliers, and local businesses that are essential to delivering this project efficiently and successfully.

I respectfully urge the Board to approve the San Vicente alignment as the Locally Preferred Alternative. This decision will not only strengthen our transit system, but also invest in the people, businesses, and workforce that build and sustain our city.

Thank you for your leadership and consideration.

Sincerely,

Best,

Lucas Silva
Operations Manager
[redacted]

From: Crystal Sayphraraj [redacted]
Sent: Wednesday, March 25, 2026 3:15:16 PM
To: Board Clerk <BoardClerk@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Strong Support for K Line North Extension – San Vicente Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Los Angeles County Metropolitan Transportation Authority Board,

I am writing to express my strong support for advancing the K Line Northern Extension using the San Vicente alignment as the Locally Preferred Alternative.

This project should not be delayed any further. Los Angeles urgently needs this investment, and continued delays only hold back meaningful progress. Delivering this line by 2035 is critical to meeting the region's transportation needs.

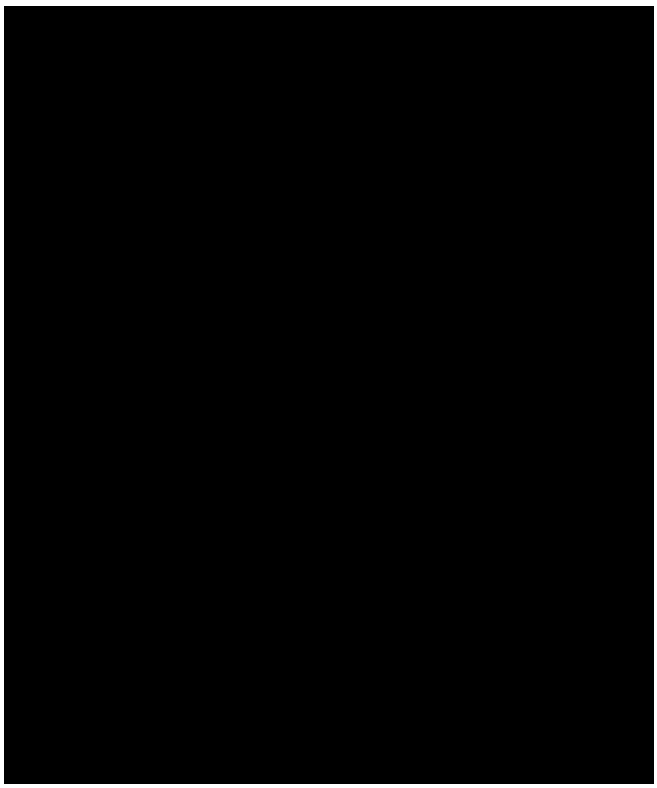
As someone who commutes into Los Angeles, I see firsthand how limited transit options force many trips to rely on driving. A direct corridor along San Vicente would significantly improve mobility, reduce congestion, and expand access to jobs and services.

The San Vicente alignment is also the most effective choice from an economic and delivery standpoint. It will maximize ridership, strengthen connectivity, and provide long-term value to taxpayers.

Equally important, this project will create real opportunities for small, local, and disadvantaged businesses, while supporting job creation, workforce development, and the broader construction industry. Projects like this are essential to sustaining small businesses and driving economic growth across Southern California.

I respectfully urge the Board to approve the San Vicente alignment as the Locally Preferred Alternative. Thank you for your time and consideration.

Best Regards,



From: Ljsmith50 [redacted]>
Sent: Wednesday, March 25, 2026 3:15:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

From: Jeffrey Kiernan [redacted]>
Sent: Wednesday, March 25, 2026 3:15:49 PM
To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.

The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Jeff Kiernan
West Hollywood resident
[redacted]

From: Neil Uchitel [redacted]
Sent: Wednesday, March 25, 2026 3:16:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension - Needs More Consideration

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Board,

I'm a resident of 90019, and have come to find out that the current preferred option (Option 2) will relocate the only full-service grocery store and full service pharmacy in the area. I also understand that while there has been talk by Metro about this relocation, but that no site has been affirmed yet. However, I've also come to find out that the owner of that entire lot has stated he is entirely unaware of Metro's plans to relocate his store(s). This is apparently true for many of the other store owners on that lot.

I have recently seen a lot of the social media from West Hollywood residents about this issue, and I believe that they are intentionally misrepresenting the concerns of the entire neighborhood in order to ram through the project despite the concerns of the neighborhood at large. There are tunneling concerns specific to Lafayette Square, but there are larger access to services concerns for the 90019 zip code, and I believe both need more time to be properly addressed.

West Hollywood residents are swimming in the best services LA has to offer, where as 90019 is something of a services desert. WeHo activists have their own agenda about transportation in Los Angeles, and they see any delay as a frustrating disruption of that agenda, regardless of the validity of local concerns. Residents of 90019 are largely working class folks trying to get by who don't as much free time to spend on activism.

I'm asking that you please delay this vote so that both Metro and the neighborhood have time to address all the issues raised, without the disruption of a group of people who have no financial stake in our neighborhood. Please don't let their voices rise above ours, simply because they talk louder.

Thank you,
Neil Uchitel
[redacted]

From: Jill Dymtrow <[redacted]>
Sent: Wednesday, March 25, 2026 3:16:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Randy Palisoc [redacted]
Sent: Wednesday, March 25, 2026 3:16:11 PM
To: [redacted]
Subject: (EXTERNAL) URGENT: Formal Ethics Complaint / Conflict of Interest - Item 7 (K Line)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Ethics Office,

As an Oxford Square resident, I am filing this formal objection to the $136M 'Option 2' detour.

Public reporting indicates a clear Conflict of Interest involving recused Board members who reside within the 33-home area benefiting from this detour. Approving a $136M expenditure of public funds for a 'private bypass'—against the clear recommendation of Metro's own technical staff—constitutes a **breach of fiduciary duty.**

Furthermore, this detour jeopardizes billions in accelerated funding and risks an 18-year delay to the project. I urge the Board to reject the detour and uphold the San Vicente-Fairfax alignment. We are monitoring this vote closely and expect a full investigation into the 'shadow meetings' reported by the press.

Sincerely,
Randolph Palisoc

From: Connor Maduzia <[redacted]
Sent: Wednesday, March 25, 2026 3:16:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment: Regular Board Meeting - 3/26/26 - Agenda #7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Connor Maduzia; I am a resident of West Hollywood, and I am writing to support approving the staff recommendation for the K line north with **NO** further studies or community outreach. We have already wasted 18 months and $2.3M of taxpayer money proving that tunnels 70 feet below homes are imperceptible on the surface. The concerns about the supermarket at Mid-Town crossing have been addressed in the staff recommendation. This project would be nothing but a boon to surrounding neighborhoods and delaying it any further to further placate the unsubstantiated fears of a select few homeowners is ludicrous and corrupt.

If the draft motion StreetsForAll (https://www.streetsforall.org/blog/mayor-bass-looks-to-delay-k-line-north-while-claiming-she-isnt) got their hands on goes through, all involved board members belong in prison. Bonta is watching. Do the right thing and approve the staff recommendation without any alterations (unless that alteration is going back to the ORIGINAL DEIR alignment through Lafayette Square).

Genuinely, so furious about this. Don't kill K north like you killed K south.

From: Gabriel Marano <[redacted]
Sent: Wednesday, March 25, 2026 3:16:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Jack Krencicki <[redacted]
Sent: Wednesday, March 25, 2026 3:17:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #7: K Line North Extension public comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing today to voice my support FOR Item #7 - San Vicente-Fairfax alignment for the K Line North Extension WITHOUT any more route studies and delays.

As a college student that does not own a car, this future rail line will be important for the mobility of people like me, shortening trip times from 1 hour+ to 19 minutes. Therefore, it is imperative for the board to approve the LPA or the DEIR alignment as recommended by metro staff, without any more delays. 18 months of study over un-scientific tunneling fear mongering is already long enough, and delaying it more will put the financial future of the project at risk. Thank you!

Sincerely,
Jack Krencicki

From: Diana Nishi [redacted]
Sent: Wednesday, March 25, 2026 3:17:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Auguste Miller <[redacted]>
Sent: Wednesday, March 25, 2026 3:18:01 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Crenshaw North
<[redacted]>
Subject: (EXTERNAL) K Line extension: TUNNELING IS GOOD, do not cede to the virulent and totally misguided Lafayette Square minority nor Jacquelyn Dupont-Walker's absent recusal. Say NO to Mayor Bass' motion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Mayor Bass, Ms. Dupont-Walker, and K Line Metro team,

TUNNELING IS GOOD, **a Metro stop BENEFITS the local community**; do not cede to the virulent and totally misguided Lafayette Square minority nor Jacquelyn Dupont-Walker's absent recusal. Say NO to Mayor Bass' motion.

Please find below more details on why -
WHAM Rail post debunking tunneling and reaffirming POSITIVE impacts from it
FB:
https://www.facebook.com/whamrail/posts/pfbid0ukH4Z8XoRh1wYvVA8KKjyN5DegTJE5GnhX7z5bEJudc8eRjgVTSrr9HLo2ZSrUxWl
IG:
https://www.instagram.com/p/DWSZ3CUIJ1M/

There is only one right choice: **no delay, no deviation.**

Best,
Auguste
[redacted]

From: Donna Robertson [redacted]
Sent: Wednesday, March 25, 2026 3:19:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Expansion - AGAINST currently proposed alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am a lifelong Angeleno and a 27 year resident of the Mid-City community. I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy/drugstore under this proposal—essential resources that residents, some of whom don't have cars/or options to drive elsewhere, rely on every day. For many, especially seniors and families, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life. There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member, who has actively supported this alignment and who owns properties that may increase in value as a result, is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. Metro has stated that discussions about relocating our grocery store are underway, yet the property owner has stated they have not been contacted. Reports that the City may be considering condemning this property as a way to move forward on this project without clear communication only add to the perception of a process that lacks transparency and accountability.Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

To be very clear, we are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:
• Reject the current alignment
• Ensure a fair and transparent evaluation of alternatives
• Provide meaningful and timely engagement with our community
• Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,

Donna D Robertson, Mid-City resident/ Lafayette Square

From: JT [redacted]
Sent: Wednesday, March 25, 2026 3:19:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 7 #2025-0846— FOR the K Line Northern Extension (San Vicente–Fairfax Alignment)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing regarding Item 7 #2025-0846 and am strongly FOR approving the San Vicente–Fairfax alignment as the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE) Project.

This alignment is the most effective option to maximize ridership, improve regional connectivity, and serve one of the densest and most transit-dependent corridors in Los Angeles, including West Hollywood. Moving forward with this plan, including the initial operating segment from Expo/Crenshaw to Wilshire/Fairfax, is a critical step in delivering meaningful transit improvements in a timely manner.

Years of planning and environmental review have already gone into this project. Further delays or changes that avoid serving West Hollywood would undermine the project's benefits and slow urgently needed transit expansion.

I support approval of the staff-recommended San Vicente–Fairfax alignment, including the proposed Mid-City tunnel adjustments and funding strategy, and urge the Board to move this project forward without delay.

Thank you for your time and consideration.

From: Jenna Flexner [redacted]
Sent: Wednesday, March 25, 2026 3:21:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension
CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,

Jenna Flexner
Mid City Resident

From: Mason Miller [redacted]>
Sent: Wednesday, March 25, 2026 3:21:41 PM
To: Board Clerk <BoardClerk@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: Board Clerk
[redacted]
Subject: (EXTERNAL) Strong Support for K Line North Extension – San Vicente Alignment- (do not delay construction!)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Los Angeles County Metropolitan Transportation Authority Board,

I'm writing to express my strong support for advancing the K Line Northern Extension using the San Vicente alignment as the Locally Preferred Alternative.

This project should not be delayed any further. Los Angeles needs this. At some point, we have to stop letting a small group of opposition and politics hold back infrastructure that benefits the entire city. We should be focused on delivering this by 2035 and getting it done for the people of Los Angeles.

As someone who lives and works here, I see every day how limited transit options force people to rely on driving—even for trips that should realistically be served by rail. That comes with real costs: time lost in traffic, higher expenses, and less access to jobs and opportunities. A direct alignment like San Vicente has the ability to significantly improve mobility and actually shift how people move throughout the city.

From both a delivery and long-term value standpoint, the San Vicente alignment is the right choice. It's direct, it serves a high-demand corridor, and it will ultimately maximize ridership and regional connectivity while making responsible use of public funds.

There's also a major economic component here that shouldn't be overlooked. Projects like this directly support small and local businesses—especially DBE and SBE firms like ours that operate in Southern California. This isn't just a transit investment, it's an investment in the local economy.

The San Vicente alignment will:

- Create real opportunities for small, local, and disadvantaged businesses to participate in construction and ongoing work
- Generate jobs across skilled trades, field crews, and professional services
- Support workforce development and local hiring
- Strengthen the local construction industry by providing consistent access to public infrastructure work

From my experience in construction and project delivery, I've seen how important projects like this are to keeping small businesses running and people employed. The San Vicente alignment stands out not just because it makes sense from a transit perspective, but because it supports the broader network of people and companies needed to actually build and maintain it.

I strongly urge the Board to move forward with approving the San Vicente alignment. This is an opportunity to improve our transit system and invest in the people and businesses that keep Los Angeles moving.

Thank you for your time and consideration.

Best,

Mason Miller

Operations Manager

[redacted]

From: Wade Eck [redacted]
Sent: Wednesday, March 25, 2026 3:22:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024.

This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

Reject the current alignment

Ensure a fair and transparent evaluation of alternatives

Provide meaningful and timely engagement with our community

Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,

Wade Eck
Mid City Resident

From: Renee G. Rubin <[redacted]
Sent: Wednesday, March 25, 2026 3:24:16 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Renee Rubin
[redacted]

From: Kim Marie Turner [redacted]>
Sent: Wednesday, March 25, 2026 3:24:38 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I'm a regular, never miss an election voter at melrose & highland, 90038. The K Line needs to go all the way through weho as preferred by the board full stop.

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as

Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

From: Nick Andert <[redacted]
Sent: Wednesday, March 25, 2026 3:25:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Northern Extension Public Comment for 3/26/26 Board Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
I'm a resident of the Fairfax District, in the K Northern Extension project area, and I strongly encourage the board to approve the staff recommendation without amendment and without delay (or, even better, to return to the DEIR alignment).

This critical project will be the highest ridership light rail line in the country, and I can personally attest that I will use it constantly. It was given a very unfortunate late placement in Measure M, but West Hollywood has generously offered to help finance the line with an EIFD to get it done much sooner and form a critical north-south link in our Metro system.

To turn them down would be *insane*. And yet, that is what Mayor Bass's proposed motion does. West Hollywood has now confirmed that Bass's motion to delay the selection of the southern portion of the alignment will eliminate the possibility of accelerating this line, or even make financing the line impossible altogether, since there is a massive shortfall between the funds that Measure M offers and the funds required, and an EIFD must be done *now* to be done at all.

Why is Karen Bass doing this? Ostensibly at the behest of 22 homeowners in Lafayette Square, who have already had the line delayed *18 months* and had *2.3 million dollars* spent on trying to earn their trust - but they are not engaging in good faith. Mayor Bass never once tried to actually put forward the studied alignment that would totally avoid Lafayette and Wellington Squares, proving that she has no actual interest in finding a solution, but rather that she simply wants the project dead. There is no other way to understand her actions, and her unwillingness to come to a compromise.

The picture becomes clearer, though, when more facts come into focus. Despite living in Lafayette Square themselves, which should have, under state law, caused them to recuse from the project from the start, Holly Mitchell and Jackie Dupont-Walker have been working with Bass to steer the Lafayette Square opposition to the project, causing that 18 month delay and multiple additional studies. Metro went so far as to recommending spending an entirely unnecessary $165M of public funding and wasting 28s of riders' time on every single trip to assuage 36 of these homeowners' completely unfounded anxieties - an absolutely *deranged* use of public money.

What Metro staff undoubtedly did not realize is that that altered tunnel option placed the tunnel directly underneath Jackie Dupont-Walker's house. She appears to be one of the 22 homeowners remaining in the neighborhood with a tunnel beneath her home.

Holly Mitchell, to her credit, went to Metro counsel and requested an FPPC recusal letter, and has since abided by the conditions of the recusal to not influence the vote. Meanwhile, Dupont-Walker went to *personal* counsel so that her communications could be protected by attorney-client privilege, and painted her recusal as 'voluntary' and her conflict of interest as 'perceived.' She then spent the next week participating in meetings on the project and personally lobbying multiple metro board members - a serious violation of what should be the recusal required under state law, since the project could financially impact her, and she appears to believe (erroneously), like her neighbors, that her own property value will be negatively impacted.

The only reading of this is that Karen Bass is trying to spike a $15B public project - again, the *highest ridership light rail line in the country* - because her friend and appointee is afraid of the property value on her house diminishing.

This is **staggering** public corruption. That the Metro Board would even *entertain* the unscientific fears of these neighborhoods, especially after already burning so much public money and time on them, is a total abdication of duty and yet another argument for the state legislature to totally remake and professionalize the Metro Board, removing politicians from it entirely. And let me tell you - confidence is quite high that if this corrupt effort to stall the line succeeds, the state legislature will step in and do their duty. "LA Metro Board kills highest-ridership light rail line in country to financially benefit one of their members" will be a headline you will see in every newspaper in California. The State AG has already had the corruption case referred to him by a great many people.

This is an existential vote for the Metro Board. Are you a corrupt, obstructive, unscientific body? Or is your purpose to actually improve the lives of the citizens of LA county? The only answer is to advance the K Northern Extension - ideally with a return to the higher-benefit and more fiscally-responsible DEIR alignment, to not waste taxpayer money on conspiracy theories just because one of the theorists is your own colleague.

Thank you.
Nick Andert

From: Auguste Miller [redacted]
Sent: Wednesday, March 25, 2026 3:25:47 PM
To: Board Clerk <BoardClerk@metro.net>; [redacted]>
Cc: [redacted]
Subject: (EXTERNAL) K Line Extension x Lafayette Sq follow-up / inquiry

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Mayor Bass, Ms. Dupont-Walker, and K Line Metro team and stakeholders,

Tunneling is actually good, a Metro stop clearly and has always and everywhere benefited the local community in every aspect (including property values!), immediately and especially in the long run; therefore do not cede to the virulent and totally misguided Lafayette Square minority nor Jacquelyn Dupont-Walker's 'absent' recusal. Say no to Mayor Bass' motion.

Please find below more details on why -
WHAM Rail post debunking tunneling and reaffirming POSITIVE impacts from it
FB:
https://www.facebook.com/whamrail/posts/pfbid0ukH4Z8XoRh1wYvVA8KKjyN5DegTJE5GnhX7z5bEJudc8eRjgVTSrr9HLo2ZSrUxWl
IG:
https://www.instagram.com/p/DWSZ3CUlJ1M/

There is only one right choice with no negative impacts: no delay, no deviation.

Will you do the right thing for current and especially future generations?

Best,
Auguste
[redacted]

From: David Clair [redacted]
Sent: Wednesday, March 25, 2026 3:25:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Frustration, disappointment and sadness at how hard it is to make our city its best

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello - I'm a resident of Oxford Square and was really surprised and saddened to see that the K line extension (which we are so excited about! yay Los Angeles!!) may be diverted and we are being charged over a 100 million dollars for it.

That's taxpayer money. My money, your money.

Is that how you want to see taxpayer money spent? I don't. Lets try to expedite the K line anyway we can. There is no subway service through the center of the city - LA's most densely populated neighborhoods.

Please keep the K Line as it is and dont let cronyism muddle and delay a service WE ALL NEED!

Thank you! I'm sure you're getting a lot of emails about this. People are outraged!

David Clair
Los Angeles
90019
--
David Clair
Executive Producer
[redacted]

From: Amia Mancia [redacted]
Sent: Wednesday, March 25, 2026 3:28:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community

Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: David Edmondson [redacted]
Sent: Wednesday, March 25, 2026 3:28:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve Item 7 and reject delay tactics

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board,

This project has been delayed enough, and it is time to approve the K Line Northern Extension San Vicente-Fairfax alignment.

Metro has already spent $2.3M and delayed the project to attempt to appease a tiny number of homeowners, even knowing that tunneling has no impact at all and cannot be felt at ground level. Despite the study ALSO finding no impact, they are still attempting to cost $165M of OUR taxpayer dollars, cost riders 30 seconds of delays, and delay the project for years. This is an inexcusable waste of our time and money which Metro needs to stop encouraging.

West Hollywood is amazingly willing to put up $2.2B for this project, but only if the project is not delayed.

No. More. Delays. The appeasement of bad-faith homeowners cannot continue. Refuse delays, and switch back to the DEIR option. This is an extremely high ridership line capable of reducing traffic in some of the most congested parts of the city, and we can't afford to pick a worse option just because a tiny number of people are politically connected.

Thank you,
David Edmondson
[redacted]

From: Auguste Miller <[redacted]
Sent: Wednesday, March 25, 2026 3:29:06 PM
To: [redacted]
Subject: (EXTERNAL) Fw: K Line Extension x Lafayette Sq follow-up / inquiry

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Mayor Bass - FYI below

PS. Tomorrow Metro meeting where I hope you do the right thing - please note that I and many others cannot make a 10am meeting that take a half day downtown on a weekday

The entire city expects you to do the right thing however.

No costly delay, no costly deviation.

----- Forwarded Message -----
From: Auguste Miller [redacted]
To: [redacted]
Cc: [redacted]

[redacted]
Sent: Wednesday, March 25, 2026 at 03:25:47 PM PDT
Subject: K Line Extension x Lafayette Sq follow-up / inquiry

Dear Mayor Bass, Ms. Dupont-Walker, and K Line Metro team and stakeholders,

Tunneling is actually good, a Metro stop clearly and has always and everywhere benefited the local community in every aspect (including property values!), immediately and especially in the long run; therefore do not cede to the virulent and totally misguided Lafayette Square minority nor Jacquelyn Dupont-Walker's 'absent' recusal. Say no to Mayor Bass' motion.

Please find below more details on why -
WHAM Rail post debunking tunneling and reaffirming POSITIVE impacts from it
FB:
https://www.facebook.com/whamrail/posts/pfbid0ukH4Z8XoRh1wYvVA8KKjyN5DegTJE5GnhX7z5bEJudc8eRjgVTSrr9HLo2ZSrUxWl
IG:
https://www.instagram.com/p/DWSZ3CUlJ1M/

There is only one right choice with no negative impacts: no delay, no deviation.

Will you do the right thing for current and especially future generations?

Best,
Auguste
[redacted]

From: Court Young [redacted]
Sent: Wednesday, March 25, 2026 3:29:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Owner and Landlord

From: Liam Walsh [redacted]
Sent: Wednesday, March 25, 2026 3:30:26 PM
To: [redacted]
Subject: (EXTERNAL) Metro Board 3/26 Item 7: Support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro Board of Directors,

I urge you to please approve the DEIR alignment of the K line northern extension. I live in Redondo beach just a 10 min bike ride from the southern terminus. The vision of the K line as the highest ridership light rail line in the country, a key north-south connector, greatly excites me. With the EIFD from West Hollywood we have an opportunity to pull in this schedule significantly. I don't want to be nearly twice my current age before I can ride this.

Please do not delay this project with unfounded concerns about tunneling. Reading these concerns, it sounds like we're talking about leveling a neighborhood for at-grade rail. In reality the peer-reviewed analysis by your staff showed that tunnels a hundred feet below houses have imperceptible impact. Spending the last year and a half on alternative alignments was a large waste of time and money in my opinion. Nobody will notice if a tunnel goes under their house, as analysis and past projects have demonstrated. Why is this being made into such a mountain? As a taxpayer, why are millions of our dollars being spent on analysis and outreach for an imperceptible problem? Please do not put the unwarranted and technically disproven "concerns" of a couple dozen homeowners over the needs of the 100,000 daily riders who will benefit from this project. It sounds nice to say "we need to further engage the community and respond to their concerns as a good neighbor," but that has already been done. It is clear no amount of engagement or study will satisfy these fictitious and irrational concerns. Please rescind the alternate motion to ignore your staffs hard work and let's please get it done!

Thank you,

Liam Walsh
Redondo Beach, [redacted]

From: Bruce Elzey [redacted]
Sent: Wednesday, March 25, 2026 3:30:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Vote YES. Please, do it for LA

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good afternoon,

This might not make it on time, but please for the love of god, do not delay this K Line North extension plan -- please. The amount of homeowners that have too much time on their hands when it comes to opposing plans that quite literally do not affect them in the slightest. This extension for the K Line will be extremely helpful and beneficial for Angelinos that actually rely on public transportation to get from place to place without having to rely on a vehicle.

While I unfortunately cannot make it there in person, please continue forth with your plan on making the K Line extension happen without any further delay. Delaying it to potentially 2041 would not only affect daily riders that need faster transportation, but some might not even get a chance to see it happen with their very eyes. Please. do the right thing and do not bend over backwards to these NIMBYs that oppose the idea -- even if it's Mayor Karen Bass.

Sincerely,
Bruce Elzey
A Daily Metro Rail commuter

From: Chris Schaper <[redacted]>
Sent: Wednesday, March 25, 2026 3:31:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To: Metro Board of Directors

From: Chris Schaper

Date: March 25, 2026

Re: Item 7 – Approval of the Locally Preferred Alternative (LPA)

To the Honorable Members of the Metro Board:

I am writing today as a [resident/commuter/business owner] in Los Angeles to urge the Board to formally approve the staff-recommended **San Vicente-Fairfax alignment** for the K Line Northern Extension during tomorrow's meeting.

It is imperative for the future of Los Angeles that this project moves forward without further delay. For too long, our transit network has lacked a high-capacity North-South connection between the Crenshaw District, Mid-City, West Hollywood, and Hollywood. The San Vicente-Fairfax route is the only option that maximizes our investment by serving the highest number of riders—projected at over 60,000 daily trips—and connecting Angelenos to more than 125,000 jobs.

Selecting the LPA today is a critical step toward:

- **Reducing regional gridlock** by providing a viable alternative to the highly congested Fairfax and La Brea corridors.
- **Meeting our climate goals** by incentivizing transit-oriented living and reducing VMT (Vehicle Miles Traveled).
- **Ensuring economic equity** by connecting historically underserved communities in South LA to the major job centers of the Westside.

We cannot afford to let this project stall in a cycle of perpetual study. The data is clear, the environmental review is comprehensive, and the need is urgent. I ask that

you vote **YES** on Item 7 to move the K Line Northern Extension into the final design and construction phases immediately.

Thank you for your leadership and for prioritizing the future of Los Angeles.

Sincerely,

Chris Schaper

From: Brittany Stinson <[redacted]
Sent: Wednesday, March 25, 2026 3:32:42 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Brittany Stinson
West Hollywood

Sent from my iPhone

From: jacobcraz [redacted]
Sent: Wednesday, March 25, 2026 3:32:53 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) #Item 7: FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jacob Goss
[redacted]

From: Rosha Yaghmai [redacted]
Sent: Wednesday, March 25, 2026 3:34:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Rosha Yaghmai
Mid City Resident

From: Yusef Abouremeleh <[redacted]>
Sent: Wednesday, March 25, 2026 3:34:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Yusef Abouremeleh
[redacted]

From: Abraham Ho [redacted]
Sent: Wednesday, March 25, 2026 3:35:27 PM
To: [redacted]
>
Subject: (EXTERNAL) URGENT: Formal Ethics Complaint - Item 7 (K Line)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

As a resident, I formally object to the $136M 'Option 2' detour (Item 7). Public reporting indicates a conflict of interest involving recused Board members. Approving this 'private bypass' against staff recommendations is a breach of fiduciary duty and risks an 18-year delay to the project. I urge the Board to reject the detour and uphold the San Vicente-Fairfax alignment.

- Abraham Ho Los Angeles [redacted]

From: Hilary Lentini uverse [redacted]
Sent: Wednesday, March 25, 2026 3:35:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be

planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

From: Linda Lucks [redacted]>
Sent: Wednesday, March 25, 2026 3:35:45 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines
This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.
In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
[Name]
[City or neighborhood]

From: Max Wheeler [redacted]
Sent: Wednesday, March 25, 2026 3:36:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Max Wheeler
Mid City Resident

From: Kristopher Elder [redacted]>
Sent: Wednesday, March 25, 2026 3:37:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

This project has my full support. Get it done! Stop delaying what we as Angelinos desperately need.

I live by Fairfax/3rd. LA needs this!!

Kristopher Elder
[redacted]

From: Robert Cresswell <[redacted]
Sent: Wednesday, March 25, 2026 3:38:40 PM
To: Board Clerk
<BoardClerk@metro.net>; randall.winston@lacity.org <randall.winston@lacity.org>; matt.hale@lacity.o
[redacted]
Cc: [redacted]
Subject: (EXTERNAL) Opposing Item 7 - K Line Diversion, aka "option 2"

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board, Metro Ethics Office, LA Times desk, Council Member Hutt, and Mayor Bass's office:

I am writing as a resident of Mid-Wilshire (Oxford Square, CD10) and a business owner in Koreatown to urge you to support the staff-recommended San Vicente-Fairfax alignment for the Metro K line (see 2024 K Line Northern Extension Draft EIR) and reject the "option 2" diversion.

We want the 2029 timeline; we want the San Vicente-Fairfax alignment with no diversion.

In Mayor Bass's words, "the K line will ease congestion, create jobs, and expand access to culture, education, opportunity and housing". Sounds great!

"Option 2" is a bad plan that adds delay, cost, and an "S-curve" to the line in order to satisfy a couple of dozen homeowners at the cost of over $135 million to the taxpayers! Here are a few of the reasons why:

- **No factual justification**: Decades of studies and Metro's data show that deep-bore tunneling is undetectable at the surface. **Even Buckingham Palace has trains running in tunnels below it!**

- **Preferential treatment, conflicts of interest, a breach of fiduciary duty**: Creating a nine-figure diversion for a small group of wealthy residents is unethical. It would increase city liabilities and deepen a perception (and perhaps also a precedent): rich neighborhoods can block city infrastructure at everybody's expense. Notably, this option risks triggering an 18-year delay to the project, jeopardizing billions in accelerated funding.

- **Slower service**: This S-curve would make every train on the line slower, increasing operating costs … permanently.

Please reject "Option 2" and approve the alignment as originally studied in the 2024 Draft EIR. Los Angeles deserves better mass transit now.

We can have the K-line extension in 2029 - don't mess it up in pursuit of a private detour!

Best regards,
Robert Cresswell

--
Robert Cresswell
Malachiarts Founder

From: Emily On <[redacted]
Sent: Wednesday, March 25, 2026 3:39:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda Item Number 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Please approve Item 7!

Thank you,
Emily On
[redacted]

From: Matt Wade <[redacted]
Sent: Wednesday, March 25, 2026 3:39:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please please plan to extend the K line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

I'm just an average Angelino who is asking you to quash the dissent against the K Line. Of course we need transit! Even mediocre cities have it and LA needs so much more! Say no to the minority of rich folks trying to keep transit out of their neighborhoods. This is a long overdue expansion of our fundamental access to mobility. Best of all, IT WILL REDUCE TRAFFIC!

Thanks for hearing me and everyone else out there pushing for a better Los Angeles.

Matthew Wade
[redacted]

From: Abby Mahler [redacted]
Sent: Wednesday, March 25, 2026 3:37:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) YES on K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

Tomorrow (Thursday 3/26/26), PLEASE VOTE YES on the K line extension! No more delays! This train would be such a game changer, please do not delay further!!!

Stay Gold,
Abby Mahler

she / they

[redacted]

Please note that it is normal for me to take a few days to respond to e-mails. The immense stress this time is having on us all should not be taken lightly, and thus e-mails will be responded to with commensurate urgency. Take care of yourself too, please.

From: Alastair Shearman [redacted]
Sent: Wednesday, March 25, 2026 3:39:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Supporting K Line LPA

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board,

I write to express my strong support for the San Vicente-Fairfax route as LPA for the Metro K Line Northern Extension. Its service to and from West Hollywood would be exceptional.

Please also recognize the proven conclusions that tunneling deep underground the Lafayette Square area will not affect those residents, and no further changes need to be made or studied to make the route longer out of some fear of impacts there.

Sincerely,

Alastair Shearman
West Hollywood

From: [redacted]>
Sent: Wednesday, March 25, 2026 3:40:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: JoAnn Meepos <[redacted]>
Sent: Wednesday, March 25, 2026 3:41:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.
Sincerely,
Mid City Resident

JoAnn Meepos

From: Kim Marie Turner[redacted]]
Sent: 3/25/2026, 2:25 PM
To: klinenorth@metro.net
Subject: metro k line north extension

hello,

my name is kim turner. i live off melrose & highland zip 90038 and i vote.

i do not think i'm technically in weho but basically i am and it makes zero sense to not run metro line k thru weho. we're on the east edge of weho & need more reliable access than the current bus system provides.

running straight up labrea & connecting to highland does nothing for the staff & patrons of weho stores, bars & restaurants.

it makes growing a business harder than it should be because access is constrained w/out metro service & adding a single stop at labrea & santa monica changes nothing.

it also makes commuting out of weho (downtown, santa monica, universal etc) a challenge because the metro busses through weho are often cancelled or so crowded that you have to wait for the next & the next depending on the day/time.

please make the san vicente - fairfax route the route that actually gets build as it's the only one that will help traffic, help businesses in weho & decrease DUIs because folks can get in & out without needing to drive!

thank you,

kim turner [redacted]

From: Clayton Becker <[redacted]>
Sent: Wednesday, March 25, 2026 3:42:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension Public Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear members of the board,

My name is Clayton Becker and I am a resident of Los Angeles. I am also a PhD Candidate in political science at UCLA and my primary area of focus in my research is the public input process.

The fact that the process to approve the staff recommendation has proven this contentious, the fact that I am writing to you at all, is, quite frankly, an incredible microcosm of why, as someone who studies it, I am so disillusioned with the public input process.

Metro Staff have conducted *years* of community outreach, thousands of LA residents have written in, delivered public comment, and come to outreach events. Following the initial, already substantial public input, they then went back out and did a year and a half of additional technical studies and public outreach at the cost of $2.3 million because apparently we needed yet more public input. What resulted already reflects an incredible amount of public input and *already* makes a concession of $165 million to the homeowners of Lafayette square.

At that cost, we might as well just buy the homes of the homeowners who believe (emphasis on the "believe" here, you know as well as I that Metro's additional analyses demonstrate this belief is held in error) they'll be impacted and just move ahead with the direct route from the DEIR. It is unconscionable to me that we are considering delaying this project yet again for no good reason.

You already have the results of your *own* public input process before you. You already have the locally preferred alternative. It already makes substantial concessions to Lafayette Square homeowners despite there being no genuine concern for doing so.

You cannot allow a couple dozen people with unfounded concerns to imperil this project which will serve as many as 100,000 riders every day, serve as a vital link from the South Bay to Hollywood, serve job centers, serve Cedars Sinai (which I believe is the

largest hospital in the county!), and finally connect the E, D, and B lines far to the west of downtown. This rail line has the potential to be a transformative project for Los Angeles, and we cannot afford to wait until 2041 for the project to begin construction.

I urge you in the strongest possible terms to vote in favor of the staff recommendation and reject attempts to slow walk and continue to study the project when it has already been studied within an inch of its life.

Best regards,
Clayton Becker

From: Jeff Derricott [redacted]
Sent: Wednesday, March 25, 2026 3:42:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Metro K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board!

I am writing to share my support for the Metro K Line North Extension. I am a Mid-City resident, and also on the Mid-City Neighborhood Council (MINC). I am writing to you as an individual, and not representing the MINC board.

I am disappointed in Karen Bass and Jackie DuPont Walker and the evident corruption surrounding their efforts to delay and potentially tank this project. The K Line North Extension will help Mid City become a destination and ensure healthy economic and community growth.

Any opposition to the forward progress and approval to the K Line North Extension will be viewed as discrimination against less affluent Angelenos.

Angelenos deserve a world class public transit system and Metro is doing a fantastic job to build one. However, Metro Board, it seems that you continue to oppose Metro in fulfilling its job to the best of its ability. Board Members, please vote yes on the K Line North Extension and please begin investigating Karen Bass and Jackie DuPont Walker for spreading misinformation surrounding the safety of the TBM in the neighborhoods of Lafayette and Wellington.

Thank you!

-Jeff Derricott

From: Kathie L. Foley-Meyer [redacted]>
Sent: Wednesday, March 25, 2026 3:40:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

Reject the current alignment

Ensure a fair and transparent evaluation of alternatives

Provide meaningful and timely engagement with our community

Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,

Kathie Foley-Meyer, Ph.D.
Mid City Resident
--



From: Andrew Solomon [redacted]
Sent: Wednesday, March 25, 2026 3:44:50 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Public Comment Item 7 - Pink Line to the Pink Pony Club

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors,

Move this project forward. No more delay. **Do not adopt the Mayor Bass motion**.

The K Line Northern Extension is one of the highest-ridership corridors in the region. It closes a major gap and connects directly to the B and D Lines. The case is already made.

What's different now is funding. West Hollywood is prepared to contribute **$2.2 billion through an EIFD**—but that only works if the route is locked. The Bass motion delays that decision. And delay doesn't just slow the project—it jeopardizes the funding that would accelerate it.

You've had years of study. Years of outreach. And Metro has tunneled safely across Los Angeles and around the world.

At this point, more process isn't caution—it's delay. **Transit delayed is transit denied**.

Adopt the staff-recommended San Vicente–Fairfax alignment. Advance the project.

Build the Pink Line to the Pink Pony Club.

Thank you,
Andrew Solomon
West Hollywood resident

City of West Hollywood Statement (3.25.26 afternoon) - https://wehotimes.com/west-hollywood-urges-metro-to-define-k-line-northern-extension-route/

From: Dayna Dorris [redacted]>
Sent: Wednesday, March 25, 2026 3:45:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Sandra Jackson-Dumont [redacted]
Sent: Wednesday, March 25, 2026 3:46:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension: AGAINST Currently Proposed Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process.

At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:
-Reject the current alignment
-Ensure a fair and transparent evaluation of alternatives
-Provide meaningful and timely engagement with our community
-Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,
Sandra Jackson-Dumont
Mid City Resident

From: Christopher Alves <[redacted]>
Sent: Wednesday, March 25, 2026 3:48:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item #7 in Support of San Vicente–Fairfax Alignment for Metro K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing this email to express my fervent support for the San Vicente–Fairfax Alignment for Metro K Line Extension.

As a Los Angeles resident for the last five years, I am passionate about our transit system. Better access to transit improves the lives of everyone it serves. It makes commuting easier, supports economic growth, supports healthy living, reduces gas emissions, and simply makes our city a better place to live. I am proud to live here in LA, and I want to see this city grow and become more accessible for those who live here. And one of the best ways to do that is to support the development of a better transit system instead of halting progress and sticking our heads in the sand.

While concerns about vibration are often raised in discussions like this, research on underground rail systems consistently shows that these effects diminish quickly with depth and distance. In practice, vibrations from deep-bore tunnels are typically reduced to minimal or imperceptible levels at the surface, particularly when modern engineering standards and mitigation techniques are used. Framing vibration as a major community impact does not align with the broader evidence from existing systems. As someone who would directly benefit from expanded, reliable transit in Los Angeles, I'm far more concerned with access, connectivity, and long-term usability than with impacts that research shows are minimal.

This alignment is a practical and community-centered choice. It supports walkable areas, connects key destinations, and has the potential to reduce traffic congestion in some of the city's busiest corridors. Just as importantly, it ensures that transit investment goes where people are already living, working, and gathering. I appreciate the work that has gone into evaluating these options, and I urge you to prioritize the San Vicente–Fairfax alignment. This line will help build a brighter future for the residents of Los Angeles.

Thank you for your time and for your commitment to improving transit in Los Angeles.
Sincerely,

From: David Gutierrez [redacted]
Sent: Wednesday, March 25, 2026 3:48:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: David Gutierrez [redacted]
Sent: Wednesday, March 25, 2026 3:48:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Camara Mathis [redacted]
Sent: Wednesday, March 25, 2026 3:49:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

- Reject the current alignment

- Ensure a fair and transparent evaluation of alternatives
- Provide meaningful and timely engagement with our community
- Restore trust through open communication and accountability
- We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,
Camara Mathis
Mid City Resident

From: Samantha Slade [redacted]
Sent: Wednesday, March 25, 2026 3:49:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Protect and Invest in the K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To Whom it May Concern:

I'm writing to express my strong support for the continued operation and long-term investment in the K Line, one of the most important transit projects in Los Angeles in decades.

The K Line is a vital connector that links historically underserved communities to jobs, education, and essential services. It improves access to LAX, reduces congestion on some of the city's busiest corridors, and offers a reliable alternative to driving in a region that desperately needs it. At a time when Los Angeles is working to meet ambitious climate goals, cutting back on a project like this would be a step in the wrong direction.

Transit infrastructure is most effective when it is consistent, predictable, and allowed to grow. Undermining the K Line now risks eroding public trust in our transportation system and discouraging future ridership. Investments like this require time to reach their full potential, and early decisions to scale back or eliminate service can have long-lasting negative impacts.

Beyond transportation, the K Line represents a commitment to equity. It serves communities that have historically been overlooked in major infrastructure planning, and it helps bridge gaps in opportunity across the city. Maintaining and strengthening this line is about fairness and access.

Los Angeles has already made significant financial and political investments in the K Line. Abandoning or weakening it now would waste those resources and send the wrong message about the city's priorities. Instead, I urge you to support its expansion, improve service frequency, and continue integrating it with the broader transit network.

The future of Los Angeles depends on thoughtful, forward-looking decisions about infrastructure. The K Line is exactly the kind of project that moves the city in the right direction.

Thank you for your time and consideration.

Samantha Slade

From: Brad Valtman [redacted]
Sent: Wednesday, March 25, 2026 3:50:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 - K Line North Extension Support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am writing in vehement support of Item # 7 the K Line North extension and vehement opposition to any further delays or taxpayer funded studies. We should not let 22 people decide the fate of such a critical piece of infrastructure for the region. We have wasted 18 months and millions of dollars on studies to appease a miniscule amount of people.

I am also highly concerned with the apparent ethics violations of Board Member Dupont Walker; it appears she has a direct conflict of interest with this project as a previous President of the Lafayette Square Association and who appears to own property in the affected area. Her refusal to recuse herself and continue lobbying to influence the vote is highly questionable and raises concerns of trust with the Board.

In summary, I am a FOR voice for Item #7.

Please make the right choice for ALL of Los Angeles.

Thank you,
Brad Valtman

From: LSA <[redacted]>
Sent: Wednesday, March 25, 2026 3:51:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension (Item #7).

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:
-Reject the current alignment
-Ensure a fair and transparent evaluation of alternatives
-Provide meaningful and timely engagement with our community
-Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,
Ms. K. Evans
Mid City Resident

From: Marcos Rodriguez Maciel [redacted]
Sent: Wednesday, March 25, 2026 3:52:52 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: info@whamrail.com <info@whamrail.com>
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente-Fairfax route would serve more residents and businesses as well as more of the regional destinations and job centers in Central Los Angeles and West Hollywood.
The San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

This route has received overwhelming public support and is projected to attract nearly 100,000 daily trips, offering fast, reliable transit and meaningful benefits for low-income and transit-dependent communities. If the San Vicente-Fairfax route is selected, nine much-needed K Line North stations would come within walking distance of three times as many jobs and six times as many residents when compared to the La Brea route.

In addition, this route would expand access to LACMA, Museum Row, Miracle Mile, the Grove, the Original Farmers Market, CBS Television City, the Beverly Center, WeHo's Rainbow District, and Pacific Design Center, and a range of underserved communities and job centers along the way. This route is also the only one to expand access to critical healthcare resources with its proximity to Cedars-Sinai Medical Center.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.
Thank you for considering public input on this important decision.

Sincerely,
Marcos Rodriguez Maciel
Resident of West Hollywood

From: Timothy Walsh [redacted]>
Sent: Wednesday, March 25, 2026 3:53:02 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: FOR K Line North San Vicente-Fairfax alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm writing enthusiastically IN SUPPORT FOR the K Line North San Vincente - Fairfax alignment.

It's time to approve this ASAP. No more delays. LA Metro's tunneling system is PROVEN to not affect street level homes - the arguments against this construction have been debunked per LA Metro's own THROROUGH research and public presentations.

This is a VITAL project for the future of Los Angeles.

West Hollywood is on board and ready to put a significant amount of funds toward this project. The support is OVERWHELMING. Trying to appease the handful of opposing citizens has proven not to satisfy them and disenfranchises hundreds of thousands of current and future riders of the LA Metro system. The DEIR was adjusted to appease them and yet they STILL have "issues" and will continue to find "issues" because they don't want the project to exist at all.

No more delays, no more studies. Approve the K Line North Ext San Vicente-Fairfax alignment and let's get shovels in the ground.

Thank you,

Timothy Walsh
North Hollywood [redacted]

From: Nelson Javier Guardado [redacted]
Sent: Wednesday, March 25, 2026 3:54:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda Item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,

I am for the approval of the San-Vicente Fairfax alignment as the LPA for the K Line North extension as it will stand to benefit the overarching LA community rather than a few homeowners.

Best,

Nelson

From: Marisa [redacted]
Sent: Wednesday, March 25, 2026 3:53:27 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

As a South Bay resident, I was devastated that the board decided to forgo the LPA and chose the option that will have more delays, has a large funding gap, and is likely to be abandoned in the end. If we can’t have the Southern extension of the K Line, we should at least get the Northern extension.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Marisa Kimura
Redondo Beach [redacted]

From: Josh Kurpies [redacted]>
Sent: Wednesday, March 25, 2026 3:54:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Mtg - March 26 - Agenda Item 7 - K Line Extension LPA - Support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

The following comment is regarding:
Agenda Item 7: K LINE NORTHERN EXTENSION (KNE) - LOCALLY 2025-0846 PREFERRED ALTERNATIVE (LPA)

Dear Chair and Members of the Board,

I am writing in strong **support of staff's recommendation to approve the San Vicente–Fairfax alignment as the Locally Preferred Alternative (LPA) for the K Line Northern Extension.**

I am both a resident of West Hollywood and a daily Metro bus and rail rider. I experience firsthand the gaps in our system—particularly the lack of a reliable north–south connection through the heart of the Westside. This project directly addresses that gap in a way no other alternative does.

The staff report makes clear that the San Vicente–Fairfax alignment provides the **highest ridership**, the **greatest number of stations**, and the **strongest overall mobility benefits** of the alternatives studied . With projected daily trips approaching 60,000 and nearly 100,000 riders along the full corridor, this is not just a local improvement—it is a **transformative investment in the entire Metro system**.

Just as importantly, this project will finally deliver a true north–south rail **connection linking the E, D, and B Lines,** while also strengthening connections to some of the busiest east–west bus corridors in the region, including **Metro Lines 2, 4, and 720, as well as Big Blue Bus Line 7 along Pico Boulevard**. Together, these connections will significantly improve how people move across Los Angeles County . As someone who relies on transit every day, I cannot overstate how impactful that connectivity will be—not just for commuters, but for access to jobs, culture, and opportunity across the region.

I also want to address concerns raised by some of my fellow neighbors regarding potential land use implications, including those tied to SB 79. Respectfully, this is short-term thinking. Rail projects take decades to plan and build—this project itself is

anticipated to open in the late 2040s . Land use laws, on the other hand, can be changed in a year or less. We should not delay or compromise a once-in-a-generation infrastructure investment based on concerns about policies that can be addressed far more quickly.

We cannot afford to let temporary land use debates stand in the way of permanent mobility solutions.

Finally, I want to commend Metro staff for the extensive community engagement and thoughtful refinements to the project, particularly in response to concerns in Mid-City. The recommended adjustments demonstrate that it is possible to both listen to communities and still move forward with a project that delivers significant regional benefits.

For all of these reasons, **I strongly urge the Board to approve the staff-recommended Locally Preferred Alternative and continue advancing this critical project.**

Thank you for your consideration.

Sincerely,
-josh
Josh Kurpies
West Hollywood Resdent
Daily Metro Bus & Rail Rider
[redacted]

From: Jennifer Maisel [redacted]>
Sent: Wednesday, March 25, 2026 3:55:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,

Mid City Resident
Jennifer Maisel

Sent from my iPhone

From: Raymundo Cabrera <[redacted]
Sent: Wednesday, March 25, 2026 3:56:02 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve the K Line Extension Now! Stop Delaying and Wasting Taxpayer Money

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members and Elected Representatives,

Enough delay. Approve the K Line Northern Extension San Vicente-Fairfax alignment, restoring the Draft EIR alignment recommended by staff.

It has become clear that no amount of community meetings, technical studies, or good-faith concessions will convince a handful of Lafayette Square residents that tunneling 100+ feet below ground poses zero risk to their homes — as Metro has done safely, repeatedly, across this city and as other transit agencies have around the world. Metro

spent $2.3 million and 18 months proving exactly that. The board then went further, modifying the Mid City alignment at a cost of $165 million and adding nearly 30 seconds of travel time — changes made to address concerns the studies already showed were unfounded.

That $165 million and that 30 seconds belong to transit riders, not to a vocal minority whose objections have no technical basis. I urge the board to restore the Draft EIR staff-recommended alignment.

This board should also recognize what is at stake politically. West Hollywood has committed to covering 25% of the project cost — an extraordinary show of good faith that should not be taken for granted or squandered by continued inaction.

Once built, this will be the busiest light rail line in the country, and it is the critical north-south link between the B Line and E Line that will have system-wide benefits for every Metro rider.

I also should mention that the Board's members, majority of whom don't even use public transit, are playing fast and loose with millions of dollars of taxpayer funds in ways that call to question their ethics and fiduciary responsibility. The delayed processes, behind-the-scenes deal-making, and lack of recusals by members with glaring conflicts of interest open Metro up to potential legal actions and payouts we should not be on the hook for!

No more delays. No more studies. Approve the K Line Northern Extension, and make it the best version of this project that riders and taxpayers deserve.

Thank you,

Raymundo Cabrera

Boyle Heights Resident and Metro Rider

From: Raymundo Cabrera <[redacted]
Sent: Wednesday, March 25, 2026 3:56:02 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve the K Line Extension Now! Stop Delaying and Wasting Taxpayer Money

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members and Elected Representatives,

Enough delay. Approve the K Line Northern Extension San Vicente-Fairfax alignment, restoring the Draft EIR alignment recommended by staff.

It has become clear that no amount of community meetings, technical studies, or good-faith concessions will convince a handful of Lafayette Square residents that tunneling 100+ feet below ground poses zero risk to their homes — as Metro has done safely, repeatedly, across this city and as other transit agencies have around the world. Metro

spent $2.3 million and 18 months proving exactly that. The board then went further, modifying the Mid City alignment at a cost of $165 million and adding nearly 30 seconds of travel time — changes made to address concerns the studies already showed were unfounded.

That $165 million and that 30 seconds belong to transit riders, not to a vocal minority whose objections have no technical basis. I urge the board to restore the Draft EIR staff-recommended alignment.

This board should also recognize what is at stake politically. West Hollywood has committed to covering 25% of the project cost — an extraordinary show of good faith that should not be taken for granted or squandered by continued inaction.

Once built, this will be the busiest light rail line in the country, and it is the critical north-south link between the B Line and E Line that will have system-wide benefits for every Metro rider.

I also should mention that the Board's members, majority of whom don't even use public transit, are playing fast and loose with millions of dollars of taxpayer funds in ways that call to question their ethics and fiduciary responsibility. The delayed processes, behind-the-scenes deal-making, and lack of recusals by members with glaring conflicts of interest open Metro up to potential legal actions and payouts we should not be on the hook for!

No more delays. No more studies. Approve the K Line Northern Extension, and make it the best version of this project that riders and taxpayers deserve.

Thank you,

Raymundo Cabrera

Boyle Heights Resident and Metro Rider

From: Emily Dauer [redacted]
Sent: Wednesday, March 25, 2026 3:58:48 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

This is important! We, the people who live in this city, care about this.

Thank you,
Emily Dauer
Hollywood Resident of [redacted] zip code

Emily Dauer
She|They
[redacted]
Iowa Writers' Workshop '18 | University of Notre Dame '16

From: Alison Elliott <[redacted]>
Sent: Wednesday, March 25, 2026 3:59:22 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve the K line now!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

The K-line would be the highest ridership light rail line in the entire country. It would transform this city and improve the lives of tens of thousands of residents. I love this city. I thought that the mayor and the people on the Metro Board loved this city too. But I cannot imagine robbing my city, my community, my neighbors, and our environment of this life-changing project for the imaginary, yes, IMAGINARY, problems of 22 homeowners. Metros around the world have built tunnels much shallower with no impacts. MetroLA is doing it right now with the D line with no impacts. Countless studies have shown that these

tunnels are so deep that they do not create disturbances at the surface, unlike cars and traffic. This is a scientifically provable fact.
Metro has already committed to relocating the Ralphs before construction begins. And the area is surrounded by multiple grocery stores. So this isn't about permanently losing any grocery stores.

The only reason this line is in jeopardy is because Karen Bass and Lafeyette Square residents Holly Mitchell and Jackie Dupont-Walker (who legally should have recused herself) have already delayed this line 18 months to conduct $2.3 MILLION of studies for alternative routes. And instead of seriously considering these alternatives, Karen Bass wants to delay this even further while lying to her constituents, saying she supports the line when the text of her motion shows she plans to delay it again. This is textbook corruption. Shame on you, Metro board and Karen Bass, for putting the interests of 22 people over the rest of your city, for letting corruption win, for letting deliberate misinformation win. We will remember at the voting booth.

Thank you,
Alison Elliott
Los Angeles, CA [redacted]

From: Rachel Weeks [redacted]>
Sent: Wednesday, March 25, 2026 4:00:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the K Line Extension to the Hollywood Bowl

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern at LA Metro and relevant policy makers,

As a City of Los Angeles employee and weekly public transportation user via LA Metro and Metrolink I urge you to approve the full K Line extension all the way to the Hollywood bowl.

The K line extension is a generational opportunity to transform the Los Angeles region of 10 million people to a train system that regular people will actually want to use. The only way to accomplish that is to make it faster, more convenient, and a better option than using their cars.

I love spending a night at the Hollywood bowl. And yet every time I make plans on how I'm going to get there, I am angry that there is not a good quality transportation option. That anger only increases at the end of the night after a wonderful concert at the Hollywood bowl when there are thousands of people with thousands of cars going absolutely nowhere meanwhile our peer cities in Seattle, in Chicago, in Boston, and across the world in Tokyo, Taiwan, Singapore, Florence, Paris, Berlin, have figured out there is only one way to move a massive amount of people; it is with trains.

The Los Angeles region has 10 million people 14 million people if you include Orange County and Ventura County. Do you not feel shame at the thought of denying 14 million people a good transit option because 30 wealthy homeowners have crossed their arms and stamped their feet and shouted no?

There's a great line in the movie who framed Roger rabbit. One of the characters in the film says why would I need a car in Los Angeles? We have the best public transportation system in the world. This is a joke now, but at the time period for this movie that was correct. We ripped it out and destroyed our train system for profit and for selfishness. I have a map of the old red car street trolley system. I can see it going all the way from Pasadena to downtown Los Angeles to Long Beach to Orange County even to San Bernardino.

Do not allow the shortsightedness, the cruelty, the selfishness of a few ridiculous people in Los Angeles to set the tone for another generation of Californians.

Build the K line extension build it now build it as soon as possible. Put everything you've got into making our city work. Get people out of their cars. We need a transit system with people who actually want to use the transit, that starts with policymakers at the top. Do you not want to feel

proud of your city when you travel to other countries and other cities? You should feel the shame that I feel when I travel and consider the world class city of Los Angeles, and the way that it is pathetically underdeveloped in comparison to the rest of our peer cities. Do not continue in the glorious tradition of transit mediocrity in Los Angeles. Choose to have pride in your city, choose abundance, Choose transit excellence.

Thank you.
Rachel Weeks

Rachel Weeks

From: Strong Towns Los Angeles <[redacted]>
Sent: Wednesday, March 25, 2026 4:00:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Metro K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On behalf of the Strong Towns Los Angeles local conversation, we are writing to express our enthusiastic support for the K Line North Extension.

To build a world-class transit system that serves the greatest city in the world, we must prioritize the needs of the many over the narrow concerns of a few. Our members have reviewed the safety data and are confident that this project will be a safe, transformative asset for the Lafayette Square and Wellington Square communities.

To ensure this project succeeds for all Angelenos, we urge the Board to address the following:

- **Prioritize Equitable Representation:** Mid-City residents who are unable to attend mid-day meetings deserve an equal seat at the table. We ask that Metro weigh the needs of the broader traveling public as heavily as those of affluent neighborhood associations.
- **Ensure Procedural Integrity:** We are deeply concerned by reports of private meetings and lobbying efforts involving Board Member Jackie DuPont-Walker. These actions risk wasting millions in public funds and unnecessarily delaying progress. We request a formal investigation into these potential violations of protocol to restore public trust.
- **Expedite Construction:** Any further delay incurs significant costs and denies Angelenos essential mobility. We ask Metro to resolve current friction points and move toward construction without further hesitation.

We believe in a Los Angeles that is connected, fiscally resilient, and accessible to everyone. The K Line North is a vital step toward that vision.

Thank you for your dedication to our city's future.

Sincerely,

Strong Towns Los Angeles

From: Solon Carter [redacted]
Sent: Wednesday, March 25, 2026 4:00:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 03/26/26 Board Meeting Public Comment, ITEM #7: FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

ITEM #7: FOR

To Whom it May Concern,

The Mayor released a public statement on Monday, March 23 saying that she supports the K Line Northern Extension and would be voting for it to move "full steam ahead" while at the same time proposing an amendment that would delay the project by reducing the likelihood of West Hollywood and LA County moving the required funding forward. Jackie Dupont-Walker has also improperly been influencing the vote behind the scenes while claiming publicly she is recused.

As a resident of the Westside who works near the proposed terminus of this extension, I know how important this will be for the over 100,000 people who will ride it every day once it's built. I spend over $15 on gas every workday, almost an hour's worth of wages, just to commute, totalling nearly $400 every month. Delaying this project at all to appease a few dozen homeowners making the same bogus arguments that rich Beverly Hills residents used to delay the D line extension and rich Bel Air residents are trying to use to kill the Sepulveda Pass subway will result in tens of thousands of working class people being forced to spend thousands of dollars a year we can barely afford for god knows how much longer.

ENOUGH! I demand that you pull this motion to amend and support Metro staff's recommendation. Furthermore, we should save $165M and go back to the DEIR route through Mid City, since tunneling has zero impacts.

Please stop playing games with a $15B light rail project, and vote to move it forward cleanly, without delays or amendments, and without collaborating with a "recused" board member. Not doing so would be a travesty of economic justice. Do the right thing.

Solon Carter
Santa Monica, [redacted]

From: donald vanderweit [redacted]>
Sent: Wednesday, March 25, 2026 4:03:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: For

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing today to urge you to approve the San Vicente-Fairfax Alignment as the Locally Preferred Alternative for the K Line North Extension

I live three blocks from the intersection of San Vicente and Fairfax and I whole-heartedly approve this route. In the 30+ years I have lived here I have only seen the traffic get worse and worse. As more density and developments are approved, we desperately need transportation projects like this one to give people practical and efficient alternatives to using their cars. Think of all the people who will be able to access West Hollywood, Cedars-Sinai, The Grove, Farmer's Market, and many other locations through the K Line and all the other trains/buses that will connect to it.

Please approve Item 7 and begin the project without delay. My neighborhood, and the city, will be better for it.

Thank you for your time and attention,

Donald Vanderweit
[redacted]
Los Angeles
the San Vicente-Fairfax alignment evaluated in the 2024 Draft
Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA)
for the K Line Northern Extension (KNE)
the San Vicente-Fairfax alignment evaluated in the 2024 Draft
Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA)
for the K Line Northern Extension (KNE)

From: [redacted]>
Sent: Wednesday, March 25, 2026 4:02:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Members of the Board of LA Metro,
I believe that this project needs a lot more study. I urge LA Metro to delay any decision until everyone fully understands what this is going to really cost West Hollywood and its residents. And why 3 subway stops? At the very most the Fairfax or La Brea route should be chosen
Thank you
Wesley Peters
West Hollywood CA

Sent from Proton Mail for iOS.

From: Renee Terrebonne [redacted]
Sent: Wednesday, March 25, 2026 4:05:41 PM
To: [redacted]
Subject: (EXTERNAL) Item number 7 - FOR: APPROVE the San Vicente-Fairfax alignment without amendment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Item number 7 - FOR: APPROVE the San Vicente-Fairfax alignment without amendment

Please approve this project without delay!

Thank you,
Renee Terrebonne

From: Diza <[redacted]
Sent: Wednesday, March 25, 2026 4:06:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST k line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
- Reject the current alignment
- Ensure a fair and transparent evaluation of alternatives
- Provide meaningful and timely engagement with our community
- Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,
Mid City Resident
Diza Besner

Sent from my iPhone

From: Ben Pratt <[redacted]
Sent: Wednesday, March 25, 2026 4:06:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension. Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust. We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

- Reject the current alignment
- Ensure a fair and transparent evaluation of alternatives
- Provide meaningful and timely engagement with our community
- Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves. Thank you for your time and consideration.

Sincerely,

Ben Pratt
Mid City Resident

From: R M <[redacted]>
Sent: Wednesday, March 25, 2026 4:07:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mikki Yamashiro
Mid City Resident

From: Santiago Caballero [redacted]>
Sent: Wednesday, March 25, 2026 4:10:51 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7! NO MORE DELAYS!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Don't delay! Approve the K Line Northern Extension San Vicente-Fairfax alignment!

No amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

It's bad enough that delays already occurred on other similar projects. Don't let this get delayed.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board

should not take for granted.

It will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl once built. It’s the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Nothing gets done and money is wasted if projects like these get delayed. Make the right choice and approve item 7!

Thank you,
Santiago
Sylmar, [redacted]

From: Sasha Espinosa [redacted]
Sent: Wednesday, March 25, 2026 4:11:05 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It is clear that Lafayette square residents will not listen to the proof that metro tunnels 100+ feet below ground will have no impact on their houses or neighborhood. The arguments reject fact and are not in good faith. LA Metro CANNOT AFFORD to listen to these arguments. If Metro continues to delay this project, it will be to the detriment of millions of Angelinos and cost millions more down the line. Even worse, this will set a precedent that Metro will put the irrational fears of a wealthy few before the needs of the average Angelino, who have needed

better transit for decades.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted. No other part of LA has been this eager to welcome transit.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system. Furthermore, LA desperately needs more transit to offset gridlock, meet our environmental goals, and keep our streets safer by providing alternatives to driving.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address counterfactual non-issues. LA is ready for transit, and we will remember Metro’s decision in the next election.

Thank you,
Sasha Espinosa
Los Angeles, [redacted]

From: Kathy Ramirez [redacted]
Sent: Wednesday, March 25, 2026 4:13:15 PM
To: Board Clerk <BoardClerk@metro.net>; Crenshaw North <CrenshawNorth@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve the San Vicente-Fairfax Route for the K Line Extension without delay!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. Of the three routes under consideration, the San Vicente–Fairfax route best serves the needs of our communities by serving new areas in Mid City, West Hollywood, and Hollywood while connecting Metro equity-focused communities to key regional destinations, major employers, schools, healthcare facilities, cultural centers, as well as four Metro rail lines.

While the destinations are exciting, what's more important here is the communities and riders this would reach. The San Vicente-Fairfax route would serve 6,000 more riders than the next option. That means nearly 100,000 daily trips–more than any other light rail line in the Country. Metro estimates this route would put over 125,000 jobs within a half mile of new stations–not to mention connections to four other Metro rail lines and 6 of the 10 busiest Metro bus lines.

It may be tempting to dismiss this project as for the more affluent Westside, but the reality is that this route would serve tens of thousands of transit-dependent riders along the existing K Line and underserved communities along the extended route. Metro has proved time and time again that Metro's decades of experience and adherence to international best practices demonstrate that modern tunneling is safe. Additionally, this would mean community members who are housekeepers with illnesses living in South LA and work in Hollywood would have reduced stress and improved health.

I urge the Metro Board to prioritize community input and long-term regional benefits by selecting the San Vicente–Fairfax route as the Locally Preferred Alternative.

Thank you for considering public input on this important decision.

Best,
Kathy

Kathy Ramirez (she/her)
Organizer, Move LA
[redacted]

From: Bobby Garrity [redacted]
Sent: Wednesday, March 25, 2026 4:13:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda Item 7 SUPPORT San Vicente-Fairfax alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am writing to voice my support for the staff recommendation for the K Line Northern Extension, the San Vicente-Fairfax alignment. I am a daily Metro rider, and as someone who does not own a car, I not only ride Metro, but I rely on it. The expansion of Metro Rail is important to my quality of life, and is why I urge the board to adopt the alignment that will move the project forward, that being the staff recommend San Vicente-Fairfax alignment.

The K Line will one day be the highest ridership light rail line in the entire *country*. Building this project as fast as possible is critical for the many Angelenos who rely on transit, like myself, as well as for our goals to reduce emissions, pollution, traffic, and automobile deaths. The extension must be built quickly, and in the manner that is best for transit riders.

The staff recommendation is clearly the best way to do this. I urge the board to adopt this, and to not even consider any other motions that would further delay this project, or cause the route to be slower and costlier. Please vote to choose the staff recommended San Vicente-Fairfax alignment.

Bobby Garrity
[redacted]

From: Kyle Hansen [redacted]
Sent: Wednesday, March 25, 2026 4:11:36 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

My name is Kyle Hansen, and I am a Los Angeles resident who works primarily in the Hollywood area. I am writing to formally express my strong support for the K Line Extension and to urge its accelerated implementation.

Like many working Angelenos, I regularly experience significant travel delays when commuting across central Los Angeles — particularly within the corridor between the 405, 110, and 10 freeways. Limited fast transit options in this region make reliable cross-city travel difficult and place added strain on workers, businesses, and overall mobility.

Expanding and prioritizing high-speed public transit infrastructure such as the K Line Extension would help improve regional connectivity, reduce congestion, support economic activity, and provide more equitable access to employment centers. Investments like this are essential for a growing city that must move people efficiently and sustainably.

I respectfully urge you to prioritize and fast-track the implementation of this project. Improving transit reliability and accessibility will have a meaningful impact on daily life for residents like myself and will help strengthen Los Angeles' long-term infrastructure and economic vitality.

Thank you for your consideration.

Sincerely,

Kyle W. Hansen
[redacted]

From: Amber Eusebio [redacted]
Sent: Wednesday, March 25, 2026 4:14:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item 7 In Support of San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing this email to express my fervent support for the San Vicente–Fairfax Alignment for Metro K Line Extension.

As a Los Angeles resident who relies on public transportation daily, I am passionate about our city's transit system. Better access to transit improves the lives of everyone it serves. It makes commuting easier, supports economic growth, supports healthy living, reduces gas emissions, and simply makes our city a better place to live. I am proud to live in LA, and I want to see this city grow and become more accessible. And one of the best ways to do that is to support the development of a better transit system rather than halting progress and sticking our heads in the sand.

While concerns about vibration are often raised in discussions like this, research on underground rail systems consistently shows that these effects diminish quickly with depth and distance. This issue does not have a significant community impact based on evidence from similar existing transit systems. As someone who would directly benefit from expanded, reliable transit in Los Angeles, I'm far more concerned with access, connectivity, and long-term usability than the potential impact, which has already been proven insubstantial.

This alignment is a practical and community-centered choice. It supports walkable areas, connects key destinations, and has the potential to reduce traffic congestion in some of the city's busiest corridors. Just as importantly, it ensures that transit options will exist where people are already living, working, and gathering. I appreciate the work that has gone into evaluating these options, and I urge you to prioritize the San Vicente–Fairfax alignment. This line will help build a brighter future for the residents of Los Angeles.

Thank you for your time and for your commitment to improving transit in Los Angeles.

Sincerely,
Amber Eusebio

From: Amado castillo <[redacted]>
Sent: Wednesday, March 25, 2026 4:15:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment, Item #7, "For"

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To Metro Leadership,

My name is Amado Castillo and I am a Southern California native who graduated from UCLA in 2021 and live and work in the area that will direct benefit from the K-line extension. I am submitting public comment to ensure that the Metro Board knows of my support for the K-Line extension as I believe that Los Angeles should continue it's unprecedented investment in public transportation infrastructure and build up our city so that our subway and light rail systems match those of the other great metropolises of the world. Millions of angelenos, some of whom have yet to be born will benefit from this project and it is being delayed out of unfounded fear. be courageous today and vote in favor of the Northern K-Line extension

Best,
Amado C.

--
Amado Castillo, He/Him/His
Columbia Law School '26

From: Samuel Blum [redacted]>
Sent: Wednesday, March 25, 2026 4:17:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 comment - for 3/26/26 meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Below is a GENERAL COMMENT for item #7 of tomorrow's board meeting:

Regardless of tunnel route selected for the KNE project, please prioritize burying the E line station platform at Expo/Crenshaw during Phase 1 construction.

This would create a greatly enhanced, pedestrian-friendly connection between the E and K Lines, which will become increasingly vital as ridership grows.

If tunneling under certain neighborhoods adds tens of millions in costs with no clear benefits, redirect those additional funds to convert the street-level E Line portion at Expo/Crenshaw to subterranean grade.

Expo/Crenshaw is already a key transfer hub for residents and visitors, and will only grow in importance.

—

Samuel Blum

From: Sam Silva [redacted]
Sent: Wednesday, March 25, 2026 4:17:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) i support K .. forget the Bass and friends..

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Sam Silva

President

[redacted]

From: Moses Maynez [redacted]>
Sent: Wednesday, March 25, 2026 4:17:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line northern extension project public comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Delaying the northern extension of what would be the busiest light rail line in a part of the county that is dense, walkable, and has been begging for rail transit during a climate change emergency and energy crisis is not just a bad look but should be criminal. We've already spent so much money studying community impacts etc. We cannot let wealthy homeowners continue to hold progress in this city hostage. It's bad to appease made up concerns (re: tunneling) that are made in bad faith from people that have direct financial incentives to delay delay delay and eventually get this project cancelled.

WeHo is holding up their end of the bargain and we should too. People going to a place where they go out and drink should definitely have options for getting home than just driving or Ubers.

I support that the board moves forward with the staff recommendation and vote to get this project moving along ASAP, we've wasted enough time and money already. Let's get this done for a better LA tomorrow.

Best,
Moses

From: Heather Johnson <[redacted]>
Sent: Wednesday, March 25, 2026 4:17:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Northern Extension support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I'm literally riding the 210 right now.

Since most of the board doesn't actually RIDE public transit, that's the bus that goes up Crenshaw. I'm taking it from where my son goes to school off Pico down to where we live, off Adams.

This extension would be life-changing for us and for the region. We need more connections that don't rely on going through downtown. We need more options beyond cars. Our children deserve this.

Don't delay any more, embrace a positive, green future.

Support the K Line Northern Extension. Do whatever it takes to build this as fast as possible.

"Timshel"

"Make every word tell."

From: Jake Shaffer <[redacted]>
Sent: Wednesday, March 25, 2026 4:18:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 without delay

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I am writing you to please approve the K Line Northern Extension with the San Vicente-Fairfax alignment.

Your staff at Metro have produced comprehensive and peer reviewed studies definitively proving that the proposed tunnel of the K line north will have zero negative impacts to any residences or businesses above ground, both during construction, and once in operation. Cities across the world have built much shallower tunnels under monuments and neighborhoods far more historic than any residential neighborhood in LA County with no issues and no impact to surface structures.

I recognize the great importance of hearing voices from locals and the surrounding community. However, in this case, the concerns raised by residents above the future tunnel are not at all based on facts. Any comparisons made between the K line construction and the demolition of the Sugar Hill neighborhood to build the 10 are completely untrue and irrelevant. The construction of the 10 resulted in the demolition of an entire neighborhood, while the K line north will not negatively affect a single residence in Lafayette Square in any way. To propose any additional studies or realignments would be a great waste of our county's resources.

The city of West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

Please approve the K Line Northern Ext. San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Jake Shaffer
[redacted]

From: Rosha Yaghmai [redacted]
Sent: Wednesday, March 25, 2026 4:17:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.
Sincerely,
Rosha Yaghmai
Mid City Resident

From: Glenn Johnson-Grau [redacted]>
Sent: Wednesday, March 25, 2026 4:18:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Approve the K Line Northern Extension!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board members and Metro staff,

I am writing in strong support of the staff recommended K Line Northern Extension.

No more delays.

The fears of local homeowners are not based in reality, as cities around the world manage underground systems much bigger and shallower than this project.

This is a project that benefits all of Los Angeles and the region and, just like a tiny number of local homeowners should not stop the Sepulveda Pass project, a small number of homeowners on this route must not outweigh the needs of hundreds of thousands of citizens across Los Angeles and West Hollywood and other cities.

This route would allow riders across all of western Los Angeles County to move north and south from Hollywood, West Hollywood, UCLA, the VA, Mid-City, the Crenshaw District, along Inglewood along the route, especially to LAX, *without going through downtown*.

We need leaders who have the vision and fortitude to make decisions that will benefit the broad populace for decades to come.

Please vote to make this happen.

Respectfully,

Glenn Johnson-Grau
[redacted]

From: Valeria Ruiz [redacted]>
Sent: Wednesday, March 25, 2026 4:18:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FOR Item 7 In Support of San Vicente-Fairfax Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I am writing this email to express my **fervent** support for the San Vicente–Fairfax Alignment for Metro K Line Extension.
As a Los Angeles resident, I am passionate about our city's transit system. Better access to transit improves the lives of everyone it serves. It makes commuting easier, supports economic growth, supports healthy living, reduces gas emissions, and simply makes our city a better place to live. I am proud to live in LA, and I want to see this city grow and become more accessible. And one of the best ways to do that is to support the development of a better transit system rather than halting progress and sticking our heads in the sand.
While concerns about vibration are often raised in discussions like this, research on underground rail systems consistently shows that these effects diminish quickly with depth and distance. This issue does not have a significant community impact based on evidence from similar existing transit systems. As someone who would directly benefit from expanded, reliable transit in Los Angeles, I'm far more concerned with access, connectivity, and long-term usability than the potential impact, which has already been proven insubstantial.
This alignment is a practical and community-centered choice. It supports walkable areas, connects key destinations, and has the potential to reduce traffic congestion in some of the city's busiest corridors. Just as importantly, it ensures that transit options will exist where people are already living, working, and gathering. I appreciate the work that has gone into evaluating these options, and I urge you to prioritize the San Vicente–Fairfax alignment. This line will help build a brighter future for the residents of Los Angeles.
Thank you for your time and for **your commitment to improving transit in Los Angeles**.
Sincerely,

Valeria Ruiz

From: Estimating Arc Ventures [redacted]
Sent: Wednesday, March 25, 2026 4:19:02 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) RE: i support K .. forget the Bass and friends..

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

We support K..

From: Jolie Kingsley Ceo [redacted]
Sent: Wednesday, March 25, 2026 4:19:02 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

PS Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

rom: [redacted]
Sent: Wednesday, March 25, 2026 4:22:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) K Line Norther Extension (KNE)-locally preferred alternative (LPA) 2025-0846 meeting March 26th 2026 10am.

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

Even thou I feel the original proposal of having the K line run on La Brea Ave. would have been more cost effective, less complicated and I may have been able to ride it in my lifetime, it seems the new San Vicente/Fairfax (Norther Extension) alternative will be approved.

I do want to strongly abject to the Metro tunnels running under private residential properties especially ones in HPOZ neighborhoods where the houses are around 100 years old. My house is one of the few houses in the Miracle Mile HPOZ that is planned to have a Metro tunnel running under it. I'm also concerned that I have a oil line that runs under my property and I receive dividends from an oil company for it. Since the Metro line is for Public transportation, I believe the Metro Tunnels should be under public property.

Thank you for your consideration,

Lisa

Lisa Landworth

[redacted]

[redacted]

Landworth DeBolske Architecture

[redacted]

[redacted]

[redacted]

From: Diego Rodriguez [redacted]
Sent: Wednesday, March 25, 2026 4:22:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Diego Rodriguez
[redacted]

From: Kevin Keeling [redacted]
Sent: Wednesday, March 25, 2026 4:23:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line Expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I'm a former New Yorker turned Angelino and I'm fully in favor of the K Line Expansion.

I grew in a city with a massive public transit system. I had family in the MTA. I even studied transit and traffic when I got to college. A program like the K Line Expansion is another step in the right direction to help more Los Angeles residents and tourists navigate and travel through this city, a city that once had a public transit system that could rival New York's.

Don't let this project get stalled any further, and continue developing and growing and interconnecting and reconnecting the city, the county, and the state.

Kevin Keeling

From: Mike Holtzman [redacted]
Sent: Wednesday, March 25, 2026 4:21:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 7 on Metro Board Agenda NEEDS MORE CONSIDERATION

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

Please include the following statement in the official record for Item 7 on the Agenda for the Board of Directors Meeting on March 26, 2025:

I don't think the Board is in a position at this point for a final vote on the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE) Project for the following reasons:

1. Very little public input has been given on the three options as the significant assumptions for the respective options are just coming to light now regarding the costs of each option and the requirement for an Enhanced Infrastructure Financing Districts (EIFD) by the City of West Hollywood in coordination with the Los Angeles County to provide additional local sources of funding (at least 25% of the capital cost estimate) per the Early Project Delivery Strategy. The San Vicente option is the most expensive option at approximately $15 billion and has the worst benefit-cost ratio at 34 cents back for every dollar vs. $3.70 for both the Fairfax and La Brea options. On cost and delivery it scored 3.1 out of 7 - last place. There are many unanswered questions as to how much of the EIFD will be the responsibility of the City of West Hollywood. The costs are overwhelming for one of the smallest cities in Los Angeles County at just 1.9 square miles and barely 35,000 residents.

2. At least one member of West Hollywood's City Council is on record to utilize SB79 to drive development to finance the EIFD. Given the small size of West Hollywood, nearly every neighborhood falls within a half-mile of a major transit hub with the San Vicente option. Here's how SB79 impacts building heights: up to 5 to stories within a half-mile of a station and up to 8 stories immediately adjacent to a station. Through the streamlining of SB79, this will radically change the character of our neighborhoods, destabilize residential areas, and destroy the quality of life residents moved here to protect.

I urge the Board of Directors to postpone a vote on Item 7 until further consideration is given to West Hollywood residents' feedback and not just elected officials, the financial viability of the EIFD (including the exact amount that West Hollywood will be responsible for and how realistically that will be raised), and to the two lower cost options that have a better benefit-cost ratio.

Best regards,

Michael J. Holtzman
West Hollywood Resident for nearly 40 years

From: Raj Patel [redacted]
Sent: Wednesday, March 25, 2026 4:25:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Raj Patel
[redacted]

From: larraine laspinas [redacted]
Sent: Wednesday, March 25, 2026 4:26:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the one crony of Bass that resides in Lafayette that wants to stop this project I hope a station gets built there just to prove a point.

In the meantime, I'll be enjoying my Hyde park station just outside my house. And so shall the rest of my current and future neighbors. Unlike you, I embrace the rising property values that come with these kinds of developments.

Sent via the Samsung Galaxy S24, an AT&T 5G smartphone
Get Outlook for Android

From: Ari Yaffe-Inoue [redacted]
Sent: Wednesday, March 25, 2026 4:27:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K-Line North Comments

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Afternoon!

My name is Ari Yaffe-Inoue, and I'm a resident from North Hollywood, writing to urge the Metro board to approve the San Vicente-Fairfax alignment for the K-North project at tomorrow's board meeting.

This project has a number of clear benefits to Angelenos:

1. It will serve as an invaluable North-South link, allowing residents to travel from Hollywood to West Hollywood, Mid-City, LAX, and everywhere in-between without needing to pass through downtown. This will significantly cut down on commute times, making the Metro a much more viable option for residents who don't currently use it.
2. This alignment will serve up to 6000 more daily riders than the next highest ridership option, with two-thirds of them being low-income.
3. The alignment will relieve traffic congestion on key North-South corridors, including San Vicente, Fairfax, and La Brea.
4. The alignment will relieve congestion to and from the Hollywood Bowl during concerts and other events, offering a more cost-effective and time-saving option for event-goers.

A recent proposal from Mayor Bass to postpone consideration of the Lafayette Square portion of the alignment is extremely concerning to me. This fits into a recent pattern of prioritizing the needs of the wealthy few over the millions of Angelenos that would benefit from this project, including myself. I don't own a car, and it has made a measurable, positive difference in my life. It is a privilege that I wish for as many Angelenos to experience as possible. After all, how can we expect to be the sustainable, future-forward city that I know we can be if we double down on car ownership as the only valid means of transportation? Thus, it is the ethical, moral, and civic duty of the Metro board to approve this alignment without delay.

I appreciate the opportunity to submit my comments and concerns, and I sincerely hope that the Metro board makes the right choice.

Sincerely,
Ari Yaffe-Inoue
Resident, North Hollywood

From: [redacted]
Sent: Wednesday, March 25, 2026 4:32:36 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Afternoon Metro Boardmembers and extinguished guests. My name is Alex and I am an avid Metro rider. I currently reside in Torrance, California and am extremely excited for the Metro K line extension north to Hollywood. I am also extremely frustrated that a handful of NIMBYs are trying to delay a project that would benefit hundreds of thousands of an annual riders. This thread has been studied already and does not need to be delayed any further. Please build the K line north that will benefit all Angelinos. And also, please look into board member Jacqueline Dupont Walker, who has an active conflict of interest in this project and is trying to delay its buildout. Her conflict of interest should not mean that all Angelinos need to suffer.

Alex

From: Rigoberto Arenas [redacted]
Sent: Wednesday, March 25, 2026 4:24:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment in Support of K Line Northern Extension – La Brea Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to express my strong support for advancing the K Line Northern Extension project, specifically the La Brea alignment option.

This project represents a critical investment in Los Angeles' transportation infrastructure. Advancing the La Brea alignment will significantly improve connectivity across key areas of the city while providing a more direct and efficient transit option for riders. In particular, it offers a meaningful alternative that reduces the need to route through Union Station and transfer between multiple lines, ultimately saving travel time and improving the rider experience.

I also want to emphasize the importance of maintaining project momentum. Any delays in moving forward will have real consequences on the overall timeline, potentially postponing much-needed transportation improvements for the communities this project is intended to serve. Los Angeles is in urgent need of expanded, reliable transit options, and this extension is a major step in that direction.

For these reasons, I respectfully urge the Board to move forward without further delay and to support the La Brea alignment as part of the K Line Northern Extension.

Thank you for your time and consideration.

Sincerely Los Angeles County Resident,
Rigoberto Arenas

From: cesar magana [redacted]
Sent: Wednesday, March 25, 2026 4:28:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

K line extension must start without delay

From: Mary Beth Fielder [redacted]
Sent: Wednesday, March 25, 2026 4:28:47 PM
To: EthicsOffice@metro.net <EthicsOffice@metro.net>; Board Clerk <BoardClerk@metro.net>; [redacted]
Subject: (EXTERNAL) URGENT: Formal Ethics Complaint / Conflict of Interest - Item 7 (K Line)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Metro Ethics Officer and Members of the Board,

My name is Mary Beth Fielder, and I am a resident of the Oxford Square neighborhood in Los Angeles. I am writing to submit a formal objection to the proposed **$136 million "Option 2" detour** for the K Line Northern Extension (Item 7 on the March 26th Agenda).

I am formally requesting an immediate investigation into a significant **Conflict of Interest** and a **Breach of Fiduciary Duty** regarding the allocation of public funds for this project.

Basis for Complaint:

- **Conflict of Interest:** Public reporting by **LAist** has identified that two Metro Board members reside within the 33-home radius that would benefit from this $136 million detour. Despite their recusal, reports indicate that private "shadow meetings" have occurred to influence this outcome.
- **Misuse of Public Funds:** Metro's own technical staff has recommended the **San Vicente-Fairfax Hybrid alignment** as the most efficient and cost-effective route. Approving a $136 million "private favor" against the recommendation of your own experts constitutes a mismanagement of taxpayer dollars.
- **Endangering Project Viability:** This detour invalidates years of environmental studies, risking our **2029 "Fast-Track" status** and billions in accelerated funding. This would effectively default the project back to **2047**, depriving the public of essential transit for nearly two decades.

I urge the Board to **reject the detour** and uphold the staff-recommended alignment. We are monitoring this vote closely alongside our neighbors in Mid City and P.I.C.O. and expect a full investigation into the reported "shadow meetings."

Respectfully,

Mary Beth Fielder

[redacted]

[redacted]

[redacted]

From: Brandon Baik [redacted]
Sent: Wednesday, March 25, 2026 4:29:43 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Brandon Hyunwoo Baik
San Jose, CA
Formerly of Torrance, CA

From: Brian Gonzalez [redacted]
Sent: Wednesday, March 25, 2026 4:31:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: For

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello. My name is Brian Gonzalez. I'm a Los Angeles resident. I am writing to express my support for the K-Line north extension.

Online, I've read that the K-Line North extension is projected to be the light rail line with the highest ridership in the country. I believe that adding this line will help connect the metro system, increase ridership, and reduce traffic.

Rumors are currently going around online that certain powerful and well-connected people are trying to disrupt and delay the K Line North extension. This is very disappointing to hear. Many areas within Los Angeles, including affluent areas like Beverly Hills, are all doing their part to help build out Los Angeles' subway system. That they are doing their part, but others are able to avoid doing so, purely because of the political connections they may have, is very disheartening to hear. As a voter, this sounds like corruption to me. And if this happens, I will be voting against any politicians that support these measures where I'm able to do so. And I will look into writing to my state legislators about reforming the LA Metro board so that this type of corruption is not possible in the future.

Thanks for your time.

Best.

-Brian

From: J. H. Zech <[redacted]>
Sent: Wednesday, March 25, 2026 4:33:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: For

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro Board,
I urge you to support the San Vincente LPA for the K line northern extension without delay. And that last part is important. We already had 18 months of studies for alternative tunnel alignments for unscientific concerns that have been disproven by various tunneling Metro projects and studies. This fills a major hole in the LA Metro network on the west side that could be the difference between having the highest ridership light rail line in the country or decades more delays.
This line will connect WeHo to Mid City and Crenshaw, and WeHo is a major cultural and jobs center. WeHo and LA's EIFD's are necessary to accelerate this project and can only happen if the alignment is set in stone and thus the costs known. Any additional studies or modifications beyond what's already studied is the same thing as voting for no build.
And the people have not missed Jackie Dupont Walker's illegal influence of the vote. Mitchell is in the same circumstance as her and had to recuse. Walker has refused to get Metro counsel and has been attending board meetings lobbying to kill this project despite her obvious conflict of interest. But refusing to get counsel does not make illegal actions legal. The people are watching.
Deliver one of the most important project's in LA's history that will transform how people get around, or fall for Walker's illegal delay tactics.
The choice is yours, and the people are watching.
Sincerely,
James

From: Nick Abrahan [redacted]
Sent: Wednesday, March 25, 2026 4:34:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 - FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Item #7 - FOR

From: Stephen Blaker [redacted]
Sent: Wednesday, March 25, 2026 4:37:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support of K Line Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I support the San Vicente-Fairfax K-Line alignment. I live one block south of San Vicente and two (2) blocks west of La Brea and am not concerned about impact to my neighborhood; I am more concerned about the lack of transportation and the future of Los Angeles.

--
Stephen A. Blaker
[redacted]

From: South Bay Forward [redacted]
Sent: Wednesday, March 25, 2026 4:37:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) RE: Board Agenda Item 9. K-Line to Torrance SUPPORT Awarding PMSS Contract

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

South Bay Forward is a grassroots group of residents in the South Bay region of Los Angeles County and a Metro CBO for the K-Line to Torrance. Our mission is to expand housing and transportation choices for a more inclusive, equitable, affordable, and sustainable community. Together we learn, identify solutions, educate, and mobilize for positive change.

As longtime supporters of transit to the South Bay, we are writing in SUPPORT of awarding the PMSS Contract to Hill International, Inc for the K-Line Extension to Torrance. Moving this project forward expeditiously benefits all residents of the South Bay and neighboring cities.

Sincerely,

Sheana Ahlqvist, Chair
South Bay Forward
Representing ~ 900 South Bay Residents

SOUTH BAY
FORWARD

South Bay Forward
southbayforward.org
We are moving the South Bay LA region forward on housing, transit, and active mobility.

From: [redacted]
Sent: Wednesday, March 25, 2026 4:38:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) PLEASE VOTE NO ON THE K-LINE EXTENSION UNTIL STUDIES ARE DONE ABOUT THE IMPACT ON WEST HOLLYWOOD

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing as a concerned West Hollywood resident to strongly urge you not to approve the K-Line extension as currently proposed until critical issues affecting our community are fully addressed.

1. Lack of meaningful community outreach

While Metro has engaged with residents in other areas, there has been no substantial outreach to West Hollywood residents, including the homeowners and business owners who will be directly impacted. This project is being presented as if our city is unified in support—it is not. Many residents with serious, legitimate concerns have not been heard, while local officials and lobbyists actively push this forward.

2. Unaddressed environmental and structural risks

A critical issue that has not been adequately studied or addressed is the impact on West Hollywood's highwater table (aquifer).

Subway stations—and potentially the tunnels themselves—would require continuous dewatering beneath hundreds, if not thousands, of homes and businesses. This is not a theoretical concern. West Hollywood is already experiencing land subsidence from groundwater removal associated with basements and subterranean parking, including:

Cracks in buildings

Sticking doors and windows from shifting frames

Compromised foundations

Sinkholes and broken underground pipes

An aquifer is a slow-forming, limited groundwater resource that supports the land above it. When water is removed, the ground loses stability, compresses, and sinks. Expanding dewatering on the scale required for a subway system, including stations, poses serious long-term risks to structures and infrastructure throughout the city.

Despite this, these risks appear to be largely overlooked in favor of development priorities. At a time of accelerating climate change, it is irresponsible to proceed without fully understanding the environmental consequences.

At a minimum, Metro must complete thorough, site-specific hydrological, geological, and land-subsidence studies—covering both stations and tunnels—before any approval or advancement of this project.

3. Scale, cost, and necessity concerns

West Hollywood is a 1.9-square-mile city of roughly 35,000 residents, yet current plans include up to three subway stations within less than two miles. This raises serious questions about necessity and proportionality, particularly given the absence of major commuter hubs that would justify such density of stations.

The project is estimated at approximately $16 billion, with a significant financial burden falling on taxpayers. At a time when many areas of Los Angeles remain underserved by transit, this allocation of resources is difficult to justify.

6. Displacement and overdevelopment (SB79 impacts)

The proposed stations are closely tied to zoning changes under SB79 and related policies, which would enable large-scale upzoning within a one-mile radius of each stop. This creates significant risk of:

Displacement of rent-stabilized tenants

Impacts to fixed-income and disabled residents

Loss of existing affordable housing

The end of neighborhoods

Even the proposal itself can destabilize neighborhoods by accelerating speculation and redevelopment pressures—long before any transit benefits are realized.

There is a widespread concern that the push for three stations is driven less by transit need and more by the opportunity it creates for large-scale luxury development.

6. A practical, lower-impact alternative

With the opening of the Metro D Line station at Wilshire and La Cienega, West Hollywood will already be located just minutes from a major subway connection. Extending the existing West Hollywood Cityline Shuttle to that station would provide immediate transit access without the cost, disruption, environmental risk, loss of neighborhoods, or decades of construction associated with the K-Line extension.

Before committing billions of dollars and exposing an entire community to potential environmental and structural harm, Metro must take a step back and ensure that this project is safe, necessary, and truly in the public interest.

We respectfully urge you to delay any approval of the K-Line extension until:

- Meaningful community outreach in West Hollywood has been conducted
- Comprehensive, site-specific environmental and subsidence studies are completed
- The full impacts of SB79-related upzoning and displacement are transparently addressed
- Lower-cost, lower-impact alternatives have been seriously evaluated
- The safety, stability, and character of our community depend on it.

My deepest thanks for your time and review.

Carolyn Campbell

40-year resident of West Hollywood

From: Jolie Kingsley Ceo [redacted]
Sent: Wednesday, March 25, 2026 4:41:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Subject: Request to Reject Current K Line Extension Alignment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Jolie Kingsley Ceo [redacted]
[redacted]March 25, 2026

Dear Members of the Board,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension. Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. Equally concerning is the lack of fair and timely community engagement. There are also serious concerns about governance and equity in decision-making. Recent developments have only deepened these concerns. Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust. We are not opposed to the K Line Extension. We want to see it succeed. We respectfully ask that you: • Reject the current alignment • Ensure a fair and transparent evaluation of alternatives • Provide meaningful and timely engagement with our community • Restore trust through open communication and accountability

Thank you for your time and consideration.

Sincerely,

Jolie Kingsley Ceo

From: Tyler Bittner [redacted]
Sent: Wednesday, March 25, 2026 4:41:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Supporting the K-Line Expansion

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I am writing to express my support for the K-Line and its expansion into West Hollywood. As an Angelino who lives right on the West Hollywood border, the proposed expansion would be life changing for my, my friends, and my neighbors. I strongly urge the Board not to add millions of dollars in fees and years in delays to reroute or further "study" the proposed route simply because of a noisy group of naysayers who seek all methods at their disposal to delay the line for millions of Los Angeles residents. Please give the city its desperately needed "missing link."

From: Erin Lattimer [redacted]
Sent: Wednesday, March 25, 2026 4:42:05 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this

board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,

Erin Lattimer
[redacted]

From: Jeremy Donahue [redacted]
Sent: Wednesday, March 25, 2026 4:42:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7 For K-Line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Afternoon,

I just wanted to email in support of item #7 for the K-Line extension. I live in LA county but up north in 93536 and would love to take more transit when I come down. The reason I don't do it as often as I would prefer is bc many times it takes more time than driving. With this K-line extension I think it would make more sense to take a lot more trips using transit.

Thank you,
Jeremy Donahue
[redacted]

From: martha Koplin [redacted]>
Sent: Wednesday, March 25, 2026 4:43:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) My opposition to the K Line Subway station landing in landing in our City w/ 3 stops

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

As a long time West Hollywood resident, my call is to beg METRO not to get fooled by the people attending this meeting paid by lobbyists to support the K Line having 3 spots in West Hollywood. I can assure you without a doubt that WEST HOLLYWOOD RESIDENTS DO NOT WANT THESE SUBWAY STOPS.

Our City is just 1.9 square miles, and it doesn't have the kind of business centers which needs them. Also, the $4 billion cost that would be allocated to OUR taxpayers is disproportionate with any potential upside.

West Hollywood's push for 3 stops is tied to developers who, under SB79, would build luxury apartments near these stops, destroying affordable housing in the process.

A better option is for West Hollywood to connect its free shuttle to the D LINE subway station on Wilshire and La Cienega saving billions of dollars and decades of construction.

The proposed 3 stops is not how metro should use its scarce resources. Thank you.

Martha Koplin

From: WHAnita [redacted]
Sent: Wednesday, March 25, 2026 4:42:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro Board Mtg 3/26/26, Item 7 Needs Further Consideration

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To: Metro Board

Meeting Date: March 26, 2026

Agenda Item: 7, K Line Northern Extension (KNE) Locally Preferred Alternative (LPA) Needs More Consideration

Greetings,

I have been a resident of West Hollywood for over 38 years. Living in West Hollywood we have many options for non-automobile transit including local shuttles, walking, and buses. I regularly take the 4, the 20 and the 2 to get across our sprawling county and to get downtown, and to these meetings here at Metro headquarters.

I want you to know that the proposed **LPA is NOT LOCALLY PREFERRED**!!! My neighbors and I are vehemently opposed to the San Vicente route as there has been no community outreach to the actual people who live along that route, the people who would have to sacrifice their daily quality of life, not for a subway ride, but for the greater intensification of an already demanding development environment.

The lobbying by West Hollywood Council for 3 subway stations in the city (San Vicente option) is not motivated by transportation needs but by West Hollywood City Council's alliance with developers. Under state legislation SB79 and local transit overlay policies, the designation of subway stations will trigger zoning changes that allow significantly more intense developments within a one-mile radius. This would open the door to large-scale apartment construction across West Hollywood right now, decades before any subway line is actually built, ruining the low height, low scale homes and apartment complexes in the area.

Metro's past history about property cannot be considered here because of the impacts of state legislation, including SB79 and AB130. *The City of Los Angeles voted to delay SB79 for several years and Metro itself has not been positive about the legislation. Yet, approving this LPA would in effect enable the negative impacts of SB79 across West Hollywood. This is not a good legacy for Metro.*

***Today, C*ouncilmember Chelsea Byers said in the article below that "A quick vote Thursday is "critical" to West Hollywood's The City has a "huge list" of redevelopment projects coming that feed the EIFD mechanism. Delay costs money. Every month the route isn't locked down is a month the City can't start building the financing district that's supposed to pay for it."**

https://wehoonline.com/k-line-vote-west-hollywood-metro-board-bass-derailed/

Council member Byers leaves no doubt their lobbying is not about transportation access but about their alliances with developers.

The reality of the billions of dollars is that the financing district would be paid for by the new developments. The proposed LPA would enable the systematic displacement of residents and businesses, and destroy thriving neighborhoods. This is not a positive legacy for Metro.

WEST HOLLYWOOD RESIDENTS ARE OPPOSED TO THE 3 STOPS LOBBIED BY WEST HOLLYWOOD COUNCIL.

West Hollywood is one of the smallest cities in Los Angeles County at just 1.9 square miles and barely 35,000 residents. Yet Metro's current planning for the K Line extension includes the possibility of three subway stops within West Hollywood's tiny footprint. For many residents, this proposal raises serious concerns about cost, necessity, environmental risk, and the future character of our city.

West Hollywood has many developments that are not being completed due to the economic climate; approving this LPA would result in much more attempted development, that is holes in the ground for several years. Residents have to deal with the empty lots on a daily basis because the thriving businesses were driven out. These are indirect impacts from the proposed LPA. Again, not a positive legacy for Metro.

The environmental studies do not adequately analyze the impacts of the proposed three stations, both for construction and ongoing operations. There are significant water issues here in West Hollywood, especially along the proposed San Vicente route. The proposed stations would exacerbate the subsidence issues in our homes every day. How many claims and lawsuits has Metro received regarding subsidence and property damage? **To whose attention at Metro should property owners send the increased insurance bills?**

I urge you to send this proposal back for further consideration. This LPA is not preferred nor ready for planning.

Thank you for your consideration.

Regards,

Anita Goswami
Metro rider and Resident, West Hollywood

From: Erika Ramirez <[redacted]
Sent: Wednesday, March 25, 2026 4:45:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Fw: Metro K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
As a mother of 3, this Ralphs location is the closest, affordable grocery store closest to me. I don't drive and this store and pharmacy is very convenient for my family and many of my neighbors. This Ralphs closure is very concerning to me and many more people in the area.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

Reject the current alignment

Ensure a fair and transparent evaluation of alternatives

Provide meaningful and timely engagement with our community

Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,

Mid City Resident

From: Grace Park [redacted]
Sent: Wednesday, March 25, 2026 4:45:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

Grace Park

From: David Delhomme [redacted]>
Sent: Wednesday, March 25, 2026 4:45:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,

David Delhomme
Mid City Resident

From: Jesse Banwart [redacted]>
Sent: Wednesday, March 25, 2026 4:45:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment of Support for Agenda Item 7: K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

The K Line northern extension is one of the most crucial and exciting opportunities in public transit that is feasible within my lifetime (I'm only 36). This must be expedited and not delayed.

The 18 months and millions of dollars that has already been wasted on appeasing unscientific concerns of less than 30 homeowners is criminal enough. I am flabbergasted that this was allowed to happen. We all see through these actions for exactly what they are - blatant and corrupt attempts to delay this project until it's no longer feasible.

Attn Karen Bass: We're all watching. Any attempts to delay or falsely claim that you're so moved by the public comment that additional time and resources are necessary - will directly affect just how hard I campaign for Nithya Raman in the coming months.

Thank you,
-Jesse Banwart

From: Erick Smith [redacted]>
Sent: Wednesday, March 25, 2026 4:46:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I want to make a comment on the K line northern extension. Agenda item number 7.

I urgent the metro board to approve the the preferred alignment at the next board meeting. We don't need any further delays. The studies are clear that there will be no negative effects from tunneling and we have study enough alignment. Do not waste my tax dollars on further delays for political points.

From: No & Hyun Park <[redacted]>
Sent: Wednesday, March 25, 2026 4:46:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

From: Eric Green [redacted]
Sent: Wednesday, March 25, 2026 4:46:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.

We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

Reject the current alignment

Ensure a fair and transparent evaluation of alternatives

Provide meaningful and timely engagement with our community

Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,

Mid City Resident

--

Eric Green

CO-FOUNDER // HEAD OF ENTERTAINMENT

[redacted]

From: Natally Magana <[redacted]
Sent: Wednesday, March 25, 2026 4:46:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Include Item #7 FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Include item #7 FOR Support of the staff recommendation WITHOUT delay.

Personal Opinion:
NO further delays on the K-line. Make the decision and stop wasting our money and time on this. We want this and we are the majority. If Bass wants to get elected again, she won't continue to delay for her donors. We are a city of cities and we need these connections to prosper in the future like many other major cities. These folks opposing always say "not in my neighborhood," but we say GO AHEAD AND BUILD FOR THE FUTURE OF LOS ANGELES! Karen Bass will not have our vote if she delays this project. No amount of donor funds will make us change our mind.

Thanks,
--

Natally Magana

_____

[redacted]

From: [redacted]>
Sent: Wednesday, March 25, 2026 4:46:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment in Support of the Metro K Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors and Planning Staff,

I am writing to express my strong support for the expeditious construction of the Metro K Line. This project represents a critical investment in the future of Los Angeles — one that will benefit millions of residents, workers, and visitors for generations to come. It is seriously so embarrassing to keep delaying this project and related votes.

The environmental and safety benefits of expanded transit are well-documented. Every new rail line reduces vehicle miles traveled, lowers greenhouse gas emissions, decreases traffic fatalities, and improves air quality across our communities. Transit-oriented development strengthens local economies, increases housing options, and creates more walkable, livable neighborhoods. These are outcomes that align directly with Los Angeles's climate goals and Vision Zero commitments.

I respectfully urge the Board not to allow the objections of a small number of opponents — roughly 30 individuals — to derail a project that serves the public good of a region home to nearly 10 million people. While community input is valuable and should always be heard, the needs of the broader population must take precedence when weighed against localized opposition. Allowing a handful of voices to delay or diminish this project would set a damaging precedent for transit expansion citywide.

Los Angeles has spent decades underinvesting in public transit. The K Line is an opportunity to correct that trajectory and demonstrate that this city is serious about building a world-class transportation network. Every month of delay means more congestion, more emissions, and more preventable traffic injuries on our roads.

I urge you to move forward with construction as swiftly as possible. The future of transit in Los Angeles depends on bold leadership today.

Thank you for your time and consideration.

Respectfully,

Jack Armstrong | **Founder & Managing Director**
[redacted]

From: Anna Zupon [redacted]>
Sent: Wednesday, March 25, 2026 4:48:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line concern

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment

Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

From: ashem12 <[redacted]
Sent: Wednesday, March 25, 2026 4:48:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #: FOR

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Approve the K-line north extension with the San Vicente alignment!!

From: South Bay Forward [redacted]
Sent: Wednesday, March 25, 2026 4:48:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) RE: Board Agenda Item 7. K-Line North SUPPORT for San Vicente-Fairfax Route

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

South Bay Forward is a grassroots group of residents in the South Bay region of Los Angeles County and a Metro CBO for the K-Line to Torrance. Our mission is to expand housing and transportation choices for a more inclusive, equitable, affordable, and sustainable community. Together we learn, identify solutions, educate, and mobilize for positive change.

As a coalition member of the All On Board Coalition, we are writing to express strong SUPPORT for selecting the San Vicente-Fairfax route as the Locally Preferred Alternative (LPA) for the Metro K Line Northern Extension project. This line is complementary to the recently approved K-Line to Torrance diverting traffic to transit.

We ask the board to support the staff recommendation to move the project forward without delay. See full letter attached.

Sincerely,

Sheana Ahlqvist, Chair
South Bay Forward
Representing ~ 900 South Bay Residents

SOUTH BAY
FORWARD

From: Kenya Hathaway [redacted]
Sent: Wednesday, March 25, 2026 4:48:59 PM
To: Board Clerk <BoardClerk@metro.net>; Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.
Sincerely,
Mid City Resident

Best regards,
Kenya

From: Braeden Day [redacted]
Sent: Wednesday, March 25, 2026 4:49:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line North Extension Public Comment

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello to those who are reading, I'm Braeden Day with the Metro Youth Council.

I'm sure it's pretty obvious where the public favor is when it comes to extending the K Line to Hollywood.

Unfortunately, Mayor Karen Bass and some of her appointees (Butts and Najarian) are attempting to derail this project simply because of a paper they refuse to read, and push this project well into the 2040's when it should have stared construction yesterday.

Please, do NOT amend the construction because of your fear of a nonexistent property value reduction.

Supporting the Staff Recommendation is the better way to go, through West Hollywood.

This is about money as much as it isn't.

Do not let your own money influence your decision. This is an extremely important project and cannot wait.

-Braeden
(This is a public comment.)

From: [redacted] >
Sent: Wednesday, March 25, 2026 4:50:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: West Hollywood No Subway Please

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

On Wednesday, March 25, 2026 at 02:28:17 PM PDT, [redacted] wrote:

24/7 Shuttle: The Real Solution to No Subway in West Hollywood

By Jerome Cleary

Whether it's the "City of the Future" or a masterclass in fiscal fantasy, the debate over the West Hollywood subway extension—specifically the K Line Northern Extension—has reached a fever pitch. While proponents dream of sleek underground tunnels, a cold look at the ledger suggests that the most logical path forward isn't a multibillion-dollar dig, but a high-frequency, 24/7 "Gold Standard" shuttle connecting the heart of West Hollywood to the existing subway infrastructure.

The $15 Billion Question

The current "San Vicente Hybrid" alignment, which would snake through West Hollywood, carries a staggering price tag of nearly $15 billion. For perspective, the distance from the intersection of La Cienega and Santa Monica Blvd down to La Cienega and Wilshire (where the D Line/Purple Line subway already lives) is a mere 1.5 miles.

To insist on a full subway extension for this corridor is to argue that spending billions per mile is a better investment than a dedicated, high-capacity shuttle system that could be implemented for a fraction of the cost.

Comparative Financials: Shuttle vs. Subway

Feature	24/7 Dedicated Shuttle (La Cienega)	K Line Subway Extension (WeHo)
Capital Cost	~$10M - $50M (Vehicles + Lane Tech)	~$11B - $15B
Construction Time	6–12 Months	10–15 Years
Operating Cost	~$200 - $300 per hour	~$500+ per car-hour (estimated)
Flexibility	Route can adapt to demand	Fixed infrastructure
Disruption	Minimal (Signage & Paint)	Decade of street closures & "vibrations"

Stacking the Deck Against WeHo

By insisting that only a subway "makes sense," the City of West Hollywood is effectively being backed into a financial corner. The city is currently exploring Enhanced Infrastructure Financing Districts (EIFD) to capture property tax growth to fund their share of the rail. Essentially, the city is betting its future tax revenue on a project that won't be operational for a decade, all while ignoring a solution that could solve the "last mile" problem today.

The "Ghost Line" Reality

The K Line extension is facing significant headwinds:

- The Funding Gap: Measure M only allocated $2.2 billion for this project. The $13 billion delta remains a massive "if."
- The NIMBY Wall: Neighborhoods like Lafayette Square are already fighting the "vibration" and "tunneling" aspects, threatening to tie the project up in litigation for years.
- The Wilshire Connection: The D Line (Purple Line) is already a high-capacity heavy rail line. A dedicated 24/7 shuttle from West Hollywood's "Rainbow District" straight down La Cienega to the Wilshire/La Cienega station would provide a 5-minute "bridge" to the entire LA rail network without moving a single shovelful of dirt.

The Rational Alternative: The "La Cienega Express"

Instead of a $15 billion tunnel, the City could invest in a Bus Rapid Transit (BRT) Lite or an autonomous shuttle fleet.

1. Dedicated Lanes: Turn the right lanes of La Cienega into 24/7 transit-only lanes between Santa Monica and Wilshire.
2. Frequency: A shuttle every 3 minutes. At that frequency, "waiting" for a bus becomes a thing of the past.
3. Cost-Effectiveness: Even if the shuttle ran at a loss, the subsidy required to keep it free for riders for 100 years would still be billions of dollars cheaper than the interest on the debt for a subway tunnel.

To build a subway for a 1.5-mile gap when a robust shuttle could do the job is a triumph of vanity over arithmetic.

By decoupling the "prestige" of rail from the "utility" of transit, West Hollywood could provide immediate relief to its residents and visitors. It’s time to stop stacking the deck for a project that may never arrive and start moving people today.

Sincerely,
Jerome Cleary [redacted]

From: pperryhunt[redacted]
Sent: Wednesday, March 25, 2026 4:51:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Metro K Line extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives

Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Pamela Perry-Hunter
Mid City Resident
Sent from my Galaxy

From: Hannah Hoffman [redacted]
Sent: Wednesday, March 25, 2026 4:52:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely, Hannah Hoffman
Mid City Resident

Sent from my iPhone

From: Patrick King [redacted]
Sent: Wednesday, March 25, 2026 4:52:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Patrick King
[redacted]

From: p brown [redacted]
Sent: Wednesday, March 25, 2026 4:53:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26 Board Mtg: GENERAL COMMENT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Mr. Chairman and Board Members,

I write to urge that Metro enhance proof-of-payment fare checks on Metro trains and buses. Fare checks should be routine. All passengers should be checked.

I am an A Line rider and holder of a Senior TAP Card. Riding the train or buses is often an unpleasant experience. Too many riders do not pay, and some of those who don't pay behave in an anti-social manner.

Riders deserve a safe and welcoming transit experience. They deserve equity and respect. Checking on trains and buses to make sure riders are paying will ensure equity for those riders who do pay, like me. Metro has plenty of options for lower fares, including for low and fixed income riders, including senior like me.

Progressive jurisdictions can and do practice routine proof-of-payment fare checks. Denver's RTD, with around 100 officers in 2025, conducted 4.8 million fare checks in 2025, 300,000-400,000 per month, a 500 percent increase since 2024 (data from Denver RTD, via Claude). And this was with initial fare evasion levels initially at around only six percent, unlike the 20-40 percent for LA Metro.

Route proof-of-payment checks of all passengers are a best practice, and one Metro used to do routinely. Doing so again is important to make your customers - Metro riders - have a pleasant experience. They deserve no less..

Thank you.

Respectfully,

P.A. Brown

From: Joey Jenkins [redacted]
Sent: Wednesday, March 25, 2026 4:53:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.

Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.

Sincerely,
J. Jenkins
Mid City Resident

From: Jonathan Meyer [redacted]
Sent: 3/25/2026, 4:51 PM
To: klinenorth@metro.net
Subject: NO MORE K LINE DELAYS

The games that are being played with the most transformative light rail transit project in the entire country are absurd and embarrassing. A handful of wealthy property owners have already caused 18 months of delay and cost millions of our tax dollars to study the non-existent impacts of tunneling 80+ feet below their homes. When that wasteful study showed that there would be no impacts, you still placated them by realigning the tunnels away from their homes, which will cost millions more of our tax dollars and cause a slower, less functional transit line. Now I see this ridiculous motion that would delay things even more, waste even more of our tax dollars, jeopardize federal funding for the project, and delay project start by decades? ENOUGH!!

You have been placating a handful of homeowners at the immense expense of an entire region, and apparently that still isn't enough based on this motion. The cost of the actions of these people goes far beyond dollars and cents. Every additional day that we don't have a functioning K Line extension is literally costing lives. That's additional days of deaths by traffic collisions that could be avoided by people using mass transit instead of cars. That's additional days of carbon emissions that will hasten a climate catastrophe that could be avoided with people using mass transit instead of cars. That's additional tax dollars and debt obligations that could go toward other programs that could improve quality of life and/or save lives. That's additional days that the people of this region must allocate their earnings toward car ownership instead of toward better food, housing, or medical care because there isn't a feasible method to live without a car.

The demands of this handful of wealthy people are costing the rest of us millions upon millions of dollars, and literally countless lives. Stop this lunacy and just approve the damn project as-is! While you're at it, approve the original routing under Lafayette Square, where those residents will feel ZERO IMPACTS per your own $2 million+ study!

Jonathan Meyer
Los Angeles 90019

From: Lisa Tahk [redacted]
Sent: Wednesday, March 25, 2026 4:55:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members, I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension. Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences. Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life. There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust. Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability. Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust. We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities. We respectfully ask that you: Reject the current alignment Ensure a fair and transparent evaluation of alternatives Provide meaningful and timely engagement with our community Restore trust through open communication and accountability We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves. Thank you for your time and consideration. Sincerely, Mid City Resident

From: Chris Heyman [redacted]
Sent: Wednesday, March 25, 2026 4:55:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.

Thank you for your time and consideration.
Sincerely,
Mid City Resident

Sent from my iPhone

From: Rebecca Damavandi [redacted]
Sent: Wednesday, March 25, 2026 4:55:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K Line West Hollywood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear sirs,
I am against the K Line coming to West Hollywood. This will be problematic for the neighborhood and another distraction for our sherif dept. We do not want the K line at san Vicente/ Santa Monica. It can go somewhere else.

Thank you
Rebecca Damavandi
Sent from my iPhone

From: Kathleen Davidson <[redacted]>
Sent: Wednesday, March 25, 2026 4:54:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.

Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences. Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.

There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.

Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.

Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be

planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.

We respectfully ask that you:

- Ensure a fair and transparent evaluation of alternatives
- Provide meaningful and timely engagement with our community
- Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Kathleen and Kief Davidson
Lafayette Square residents since 2015

From: Huntley Woods [redacted]
Sent: Wednesday, March 25, 2026 4:54:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Agenda number 7 SUBJECT: K LINE NORTHERN EXTENSION (KNE) - LOCALLY PREFERRED ALTERNATIVE (LPA)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi there,
I'm a 20 year LA resident and 15 year West Hollywood resident. I want to voice my support for the K Line extension to West Hollywood. It's about time this city had modern public train transit. Please approve it!!

Huntley Woods
[redacted]*)*

From: p brown [redacted]
Sent: Wednesday, March 25, 2026 4:57:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 3/26 Board Meeting - SUPPORT - AGENDA ITEM 7 - K Line Northern Extension LPA

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Mr. Chairman and Board Members,

I SUPPORT the staff's recommendation to APPROVE the San Vicente-Fairfax alignment evaluated in the 2024 Draft Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE).

Moving forward on the K Line Northern Extension to serve dense areas, which the San Vicente-Fairfax alignment will do, will bring many new riders into the system. Getting the extension built as soon as possible should be a priority.

Thank you.

Respectfully,

P.A. Brown
Pasadena

From: Jessica Azizzadeh [redacted]>
Sent: Wednesday, March 25, 2026 4:57:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) K line West Hollywood

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

We oppose the k line coming to West Hollywood at the Santa Monica and San Vicente intersection. This is problematic for the community, the sheriff department and all residents. The La Cienega and Wilshire station is sufficient and to do another location creates a severe waste of money and resources.
Jessica

Get Outlook for iOS

From: Joanna Park Fields [redacted]>
Sent: Wednesday, March 25, 2026 4:57:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,

Mid City Resident

Sent from my iPhone

From: Jose Martinez [redacted]>
Sent: Wednesday, March 25, 2026 4:58:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for K Line North Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am messaging in support of the LPA alternative for K Line North extension. For the future of the City of Los Angeles, we need more rail lines that connect the city and reduce traffic. Our current infrastructure does not support Angelenos in the project area to get around town easily. I worry if we delay this extension any longer, people's view of LA local government will continue to sour and nothing will get built in my lifetime.

Traffic makes it difficult to get anywhere. Using public transportation can take double or triple the time it does to travel by car depending on your start destination. If I wanted to go from the Valley to Fairfax, I would have to take a long, bumpy bus ride after transferring from the B Line. This is not a bus ride i would not willingly take, unless as a last resort. With the K Line Extension however, I would consider taking public transportation to visit Fairfax and areas I haven't explored often like Crenshaw and Inglewood. This would also make getting to LAX easier as well by taking the B to the K, instead of taking the B to downtown, transfer to the E, then transfer to the K. With a potential 100,000 new riders taking the train instead of driving, LA can reduce its traffic on our freeways and streets.

We need to invest in improving our infrastructure now. I have been riding the Metro since I was 12. I've been following Metro's expansion plan since former Mayor Garcetti announced the Twenty-Eight by '28 initiative. I've experienced the frustration of project delays and I've felt the neglect to our public transportation. All I want now is progress, because I need to believe there is a positive future for LA.

From,

Jose Martinez

San Fernando Valley

From: Kassim Grownups [redacted] >
Sent: Wednesday, March 25, 2026 4:57:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) For the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

As a LaFayette Square resident, I strongly support the current proposed alignment of the extension of the Kline thru midcity and my neighborhood. The best way to solve the traffic, climate, and housing crisis is with more equitable oublic transit and this will help serve our neighborhood.in the proposals for the metro station, please include multi-family housing, a grocery store, pharmacy, and paid parking for those that wish to be multimodal. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences, so please include these in the station. Thank you for reaching out and working with our community, espcially the 2.5 million dollar study. I am sorry so many of my neighbors have been ill-informed and are holding our public transit hostage. This proposed extension would benefit all Angelinos.

Thank you for your time, Allison Bellon

From: Henry Fung [redacted]
Sent: Wednesday, March 25, 2026 4:58:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item 7 - support

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the Metro board, I support the staff recommendation unequivocally. Although I still believe that the Fairfax alternative is the most cost effective and most efficient alternative, the City of West Hollywood has stepped up to the plate and offered billions of dollars in an enhanced infrastructure finance district that will essentially cover the cost of deviating the train to serve their city AND accelerate the project. We should not look this gift horse in the mouth and delay it further with additional studies for a solved issue miles away in Mid City. Metro has already done extensive outreach for years all along the corridor. The project is ready to be designed and built. Metro must approve the staff recommendation without delay.

Sincerely,
Henry Fung

From: Amaro, Ahuatl [redacted]
Sent: Wednesday, March 25, 2026 4:58:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: Vote in Favor for K Like North Expansion is a Vote in support for Economic Justice

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board —

I am an educator and lifelong Angelino born and raised in the city of Los Angeles. Much like the more than 2 million daily users, for many years I depended on public transportation to get to and from work and school. I would continue riding the metro system daily if the routes expanded to ensure I'd be able to arrive to my destination on time.

Alas, I am writing to **urge you to vote in FAVOR of the NORTH EXPANSION of the K LINE.**

Expanding the K Line and subsequent Metro routes is more than just making the Valley more accessible to working class communities, but it will also help decrease toxic air pollution, curve global warming, and decrease freeway traffic congestion in the region.

The vote in support of the K LINE is simple. It's a commonsense vote that overwhelmingly outweighs any minor alleged noise inconveniences for wealthy NIMBY objectors claim.

In a county where **74 percent of the population are Black, Indigenous, Latino, and other people of color**, millions of which are from working-class backgrounds that relied on public transportation to secure economic resilience, it makes absolutely no sense to allow a slim minority to adversely affect and limit the economic resilience and prosperity of the multicultural majority of our region.

A vote in favor of the expansion is a vote in support of economic justice, resilience and prosperity for 74 percent of the county's population. An expansion of public transportation will directly contribute to more job opportunities and economic resilience of Black, Indigenous, Latino and other people of color communities.

Thank you,
Ahuatl Amaro, MFA

From: Adam A [redacted]>
Sent: Wednesday, March 25, 2026 4:58:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment In Support FOR K Line Northern Extension Staff Recommendation (Item #7)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I'm writing to express my strong support FOR Agenda Item #7, the staff-recommended San Vicente-Fairfax Hybrid alignment for the K Line Northern Extension, **with NO amendments, delays, or additional studies.** Furthermore, we should save $165 million by reverting to the DEIR route through Mid City, since tunneling has zero impacts to the surface. Concerns about tunneling impacts on historic properties are unfounded, and throughly addressed by the multimillion dollar peer-reviewed studies commissioned by Metro over the last 18 months as a part of the DEIR process. Metro correctly stood by the D Line Phase 2 alignment, whose tunnels pass under Beverly Hills High School in much more challenging conditions, so **there is no geotechnical basis to re-route the San Vicente-Fairfax alignment proposed in the DEIR.**

Given that Director Jackie DuPont-Walker is an homeowner in Lafayette Square, her ongoing and efforts to influence this vote are probably illegal. Failure to cleanly advance the staff recommended alignment or the DEIR alignment could result in state corruption investigation of the Metro Board. Beyond the potential legal exposure, **it is plainly unethical and immoral to privilege the concerns of a few dozen wealthy homeowners over the mobility of tens of thousands of Angelenos.** The poorest people in L.A. rely on Metro. Voting to delay, and potentially kill, a project that would massively expand their mobility on the basis of unfounded "concerns" from wealthy homeowners would be profoundly shameful chicanery.

Stop hiding behind "community concerns." Do right by the working class people who rely on Metro. Do right by the 70% of L.A. County that voted YES on Measure M. Do the right thing and **vote to move the San Vicente-Fairfax alignment forward, without delays or amendments,** and without collaborating with a "recused" board member.

Best,
Adam Aitoumeziane
[redacted]

From: Jake Maddox [redacted]>
Sent: Wednesday, March 25, 2026 4:58:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: LA Metro K Line northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,
I am writing to show my support for the K Line northern extension via the San Vicente-Fairfax alignment, as recommended by the Metro staff from the 2024 Draft EIR, as the locally preferred alternative build out of this transit line.

I am a resident of Los Angeles, living near the soon-to-open Wilshire/La Cienega station on the D Line, and have used Metro as my primary means of transportation for the past 9 years. In that time, I have needed connections to reach offices in Century City, El Segundo, and Agoura Hills, along with many other neighborhoods for errands and leisure.

One obvious need of this city's system is the ability to connect between transit lines outside of downtown. Currently, there are no north/south transit or BRT lines west of downtown, making these transfers a logistical headache. The proposed Sepulveda Line and this K Line northern extension are vital to creating the grid that this city and its residents need for everyday use, not to mention the many popular tourist sites these lines would connect.

I am also aware of the potential conflicts of interest with Metro Board members Jacquelyn Dupont-Walker and Holly Mitchell, and the baseless arguments by a small number of residents in Lafayette Square regarding tunneling in their neighborhood, but I expect these concerns have been raised by more than enough transit advocates and news outlets to avoid my need to dig into them here.

LA Metro has made wonderful progress towards creating a more transit-friendly future in recent years. It would be a shame and a disservice to the people who rely on public transportation throughout this city to indefinitely delay this crucial project that has the ability to transform Los Angeles for generations to come.

Sincerely,
Jake Maddox

From: Leon Gu [redacted]
Sent: Wednesday, March 25, 2026 4:58:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) March 26, 2026 Metro Board Meeting ITEM# 7: GENERAL COMMENT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

Enough delay - Switch back to the DEIR option, and approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before. There are Metro studies that have been conducted showing tunneling 100+ feet below ground has minimal impact on residents above ground.

Changing the alignment will add unnecessary delays and budget overruns, further burdening the local communities with no access to reliable public transit options. West Hollywood is willing to put up 25% of the project cost, something this board should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment and switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Leon Gu
[redacted]

From: Gerard Convento [redacted]>
Sent: Wednesday, March 25, 2026 4:58:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7: For

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I support the Metro staff recommendation for the K Line project and ask that the project move forward without delay and with *no additional motions or amendments*. The objections raised regarding tunneling under homes are without merit, as previous studies have concluded that such tunneling does not carry any risk for the depths proposed. There is no sense in undertaking further studies on something already shown to not have adverse consequences. Delaying this project further will only unnecessarily increase costs.

From: Jan-Michael Sánchez [redacted]
Sent: Wednesday, March 25, 2026 4:59:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #7, Metro board meeting March 26, 2026, K Line North, Sanchez, Jan-Michael

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board,

My name is Jan-Michael Sanchez, and I am 24 years old. I am a daily transit rider, renter, and lifelong resident of Torrance. I am writing in support of the Crenshaw DEIR alignment for the San Vicente-Fairfax route. Please consider this a "for" comment for Item #7.

Please stand up for current and future K Line riders. Approving an unnecessary additional $165 million on top of the extra $740 million that the Hawthorne alignment is already costing is only going to delay the project. Further delaying the K Line Northern Extension project is not an option, especially when Lafayette Square homeowners' concerns have already been addressed. According to the facts, tunneling deep below their homes will have no impact on their lives.

Recently, the board helped dozens of retired NIMBY homeowners in Lawndale delay the K Line to Torrance indefinitely by making a suspicious last-minute switch to Hawthorne Boulevard. It was all due to unfounded fears that had already been addressed in the Final EIR, and left thousands of South Bay transit riders with a broken promise of light rail to LAX by March 2036.

This disastrous decision must not be replicated for the thousands of Central LA, WeHo, and Hollywood transit riders who have been begging for Metro rail. Please, listen to your riders, not a comparatively small amount of NIMBY homeowners who only delay these transformational light rail projects, only to never ride transit in the future.

Sincerely,
Jan-Michael Sanchez
Torrance resident
Barista

From: Allison Bellon [redacted]
Sent: Wednesday, March 25, 2026 4:59:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) For the K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

As a midcity resident who works in Lafayette Square , I strongly support the current proposed alignment of the extension of the Kline thru midcity and my neighborhood. The best way to solve the traffic, climate, and housing crisis is with more equitable oublic transit and this will help serve our neighborhood.in the proposals for the metro station, please include multi-family housing, a grocery store, pharmacy, and paid parking for those that wish to be multimodal. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences, so please include these in the station. Thank you for reaching out and working with our community, espcially the 2.5 million dollar study. I am sorry so many of my neighbors have been ill-informed and are holding our public transit hostage. This proposed extension would benefit all Angelinos.

Thank you for your time, Allison Bellon

"A man who dares to waste one hour of time has not discovered the value of life." - Charles Darwin

"Never put off till tomorrow what may be done the day after tomorrow just as well." -Mark Twain

"Be who you are and say what you feel, because those who mind don't matter and those who matter don't mind. " -Theodor Geisel

"A real friendship ought to introduce each person to unexpected weirdness in the other." -Jaron Lanier

From: hal one [redacted]
Sent: Wednesday, March 25, 2026 4:59:10 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) URGENT: Public Comment Item #7 - K Line Northern Extension (CVS/Ralphs Displacement)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board of Directors and Board Clerk,

My name is Jesus Haquet and I am a resident of Mid-City. I am writing to express my strong opposition to **Item #7**, the staff recommendation for the **San Vicente-Fairfax route** for the K Line Northern Extension.

While I support transit expansion, I am deeply concerned that the proposed station at the Mid-City Shopping Center (Midtown Crossing) will displace the **Ralphs grocery store** and **CVS pharmacy**. These are essential lifelines for our community.
While Metro staff has "committed to working with" the owner to relocate the Ralphs, **this language is too vague.** I urgently request the Board **amend this motion** to include a legally binding requirement that:

1. **Both Ralphs and CVS** must be fully relocated and operational—ideally using the **underutilized lot near the Yoshinoya**—**BEFORE** any demolition or construction staging begins at the current site.

2. The **CVS pharmacy** must be given the same relocation guarantee as the Ralphs to prevent a healthcare "pharmacy desert" for our seniors and a "food desert" for the community.

Without a signed, binding agreement ensuring zero gap in service, this project threatens the basic food and health security of Mid City. I urge the Board to **delay this vote** until a concrete relocation plan is finalized and shared with the public.

There is also the possibility of using other existing large empty lots such as the:
Crenshaw and Olympic- Empty lot where houses and a gas station once stood. Across from it is an empty store that used to be the Rite Aid.
This is a major transit point.

1102 Crenshaw Blvd (Crenshaw and County Club) - Empty lot that once housed the Legal Aid Foundation years ago. It has been sitting empty for many years after the demolition of the building. Approx more than 20,000 SF.

Tax Increase
Will the surrounding properties be hit with a tax increase to cover this item that West Hollywood is pushing for?

The plan requires that LA city and county join as full partners and there is mention of a potential 0.75% sales tax increase a backup for funding.

Food Dessert Continued
The surrounding stores do not meet the inventory that, variety, and price points that Ralph's provides.
Target - This is a very small Target with a low variety of groceries.
Sprouts - A more specialized store with potentially higher price points.
Smart And Final - Focusing on bulk items and serving store and business owners.

These stores that were just mentioned are a great compliment to a grocery ecosystem with an existing major grocery store like the current Ralph's. It is like a pyramid, the foundation is needed in order to build on top of it.

We don't have too many major stores. Just as an example (Without advocating for it or against it) we don't have a Walmart in the city of Los Angeles.

Thank you for your time and consideration.

Thank you,
Jesus Haquet
[redacted]

From: Adam Pines [redacted]
Sent: Wednesday, March 25, 2026 4:59:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability

We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.
Sincerely,
Mid City Resident

From: Michael N. Henderson [redacted]
Sent: Wednesday, March 25, 2026 4:59:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST K Line Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,
I am writing to respectfully urge you to reject the currently proposed alignment for the Metro K Line Extension.
Our community stands to lose its only full-service grocery store and its only pharmacy under this proposal—essential resources that residents rely on every day. For many, especially seniors and families who don't drive, losing access to food and medication within the neighborhood would have serious and lasting consequences.
Equally concerning is the lack of fair and timely community engagement. While other impacted communities have had the benefit of public hearings and input over the past eight years, our neighborhood was not meaningfully notified or brought into the process until 2024. This disparity has left us at a significant disadvantage in understanding and responding to decisions that directly affect our homes and quality of life.
There are also serious concerns about governance and equity in decision-making. Our two local representatives are required to recuse themselves from voting, leaving our community without direct representation in this process. At the same time, a board member who has actively supported this alignment and who owns properties that may increase in value as a result is not recused. This raises legitimate questions about fairness, transparency, and public trust.
Finally, recent developments have deepened these concerns. We have learned the discussions Metro testified about regarding relocating our grocery store before construction, have not taken place. The property owner has stated they have not been contacted. The owner of the land reported the City may be considering condemnation without clear communication only add to the perception of a process that lacks transparency and accountability.
Taken together, these issues reflect a pattern of decision-making that has excluded our community and undermined trust.
We are not opposed to the K Line Extension. We want to see it succeed. But it must be planned and implemented in a way that is transparent, equitable, and responsive to all affected communities.
We respectfully ask that you:
Reject the current alignment
Ensure a fair and transparent evaluation of alternatives
Provide meaningful and timely engagement with our community
Restore trust through open communication and accountability
We are ready to work collaboratively toward a solution that expands transit while preserving essential resources and respecting the communities it serves.
Thank you for your time and consideration.

Sincerely,
Mid City Resident

From: Greg Greene [redacted]
Sent: Wednesday, March 25, 2026 4:59:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment re: K Line Northern Extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Members of the Board:

My name is Greg Greene, and I'm a recently minted resident of Los Angeles after years living in other transit-connected communities such as Chicago and the city of Washington, D.C., and its environs.

I understand the impulse to hear out community input and concerns. I would implore the board, however, to recognize that substantial time, effort, and resources have already been given to hearing such concerns — and would note, from personal experiences, that the concerns about injury to residential property value by a rail easement lack all validity.

First, the personal experience. In Chicago I lived within a half-block of the elevated tracks of the city's Red Line — a heavy-rail route that runs, as it ran when I lived there, 24 hours per day and seven days a week. Using the older technology and standards in 1900, when the line was first built, the trains there were noisy — but one could carry on a conversation as trains passed, and one could sleep in peace as the night trains went to and fro. As for property value, that home has appreciated by over 100 percent since I lived there in 1998.

Inside the Beltway, my last home before settling in Los Angeles was one block from commuter rail and heavy rail lines in Alexandria, Va.. Those trains were also elevated, but they ran on a separate easement and created little visual obtrusion. The noise from those tracks was hardly more noticeable than that of a passing car. The presence of multiple rail transit options only, if anything, aided the property's value — with the value of my home jumping by over 400 percent between the oldest easily pulled public sale record, from 1995, and when I sold it three years ago.

Given my experiences, I find that it beggars belief to argue that a rail tunnel built close to 100 feet below homes will somehow produce damaging vibrations or noise. Sure, I'm merely one person saying this — but I don't ask residents along the locally preferred route for the K Line Northern Extension to take my word. Far from it: I ask them to trust the peer-reviewed research, conducted specifically to address residents' concerns, that tunnel boring and train operation below their homes will have no perceptible impact on their properties or quality of life.

Now, to zoom out: while the comfort of the public with proposed public works matters, assessment of comfort can't only include those of nearby residents. As a taxpayer, I find it worrying that after the expense of 18 months and $2.7 million to look into allaying concerns of residents along the Mid-City alignment, the Metro board would contemplate causing further delay to this project and flirt with alignments that could result in tens or hundreds of millions of dollars of unnecessary expense. I further find it worrying that the cost-benefit discussion about the Mid-City alignment appears to ignore the experiences of riders who would benefit from direct, swift connections to the employment centers that the K Line Northern Extension would link to the Metro rail system.

Last, I know that cost-benefit analyses were often used, in the past, as a way to dismiss the concerns of disempowered communities affected by public works — such as those of Black residents of Sugar Hill, when the Santa Monica Freeway was first built. But this comparison is totally inapposite. No residences will be demolished to make way the locally preferred alignment in Mid-City. No noise pollution, air pollution, or vibrations that could affect property values will ensue. It bothers me, as a Black person, to hear equity concerns invoked in a way that dismisses facts and logic — because such arguments, when made in questionable faith, increase the risk of legitimate and observable equity concerns, in the future, being dismissed.

I urge you to accept the staff recommendation and to move forward with this project, in the spirit of serving the *whole* public interest — not just the already addressed concerns of a few. Thank you—

Greg Greene

--
Greg Greene
[redacted]

From: Abbey Campbell [redacted]
Sent: Wednesday, March 25, 2026 4:59:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Approve Item 7 WITHOUT DELAY!

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro board and political leaders,

I am writing to urge you to approve the K Line Northern Extension San Vicente-Fairfax alignment!

It's become apparent that no amount of community meetings or studies will convince a handful of residents that there are zero impacts to tunneling 100+ feet below ground, as Metro has done safely many times before.

West Hollywood is amazingly willing to put up 25% of the project cost, something this board

should not take for granted.

Once built, this will be the busiest light rail line in the country, connecting the region to key destinations including Cedars-Sinai Hospital, The Grove, West Hollywood, and the Hollywood Bowl. This line is the missing North/South link between the B Line and E Line and will have exponential positive effects across Metro's system.

NO MORE DELAYS OR STUDYS. Approve the K Line Northern Ext San Vicente-Fairfax alignment; even better, switch back to the DEIR option so transit riders aren't delayed each trip and we don't waste $165M to address non-issues.

Thank you,
Abbey Campbell
[redacted]

From: Matt Wu [redacted]
Sent: Wednesday, March 25, 2026 4:59:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Concern about delay of K-Line

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To whom it may concern,

I was born and raised in LA and am a common metro user. Ridesharing is something I have always wanted to see expanded in LA and the K-line was supposed to be a good start to having better metro (at least starting to form a grid instead of a downtown based metro)

after doing some research and hearing about the delays that Mayor Bass has put into place, I am concerned that this project will never finish.

research shows that tunneling underneath homes won't affect the homeowners much or at all and it will save hours of time and millions of dollars.

many people, including myself, have wanted an expanded metro line for years now and delaying it to 2040 is a horrible decision that i hope that the board will reconsider.

Matt

From: Bill Lam [redacted]>
Sent: Wednesday, March 25, 2026 5:00:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) agenda item #7-K LINE NORTHERN EXTENSION (KNE) - LOCALLY PREFERRED ALTERNATIVE (LPA) for the 3/26/2026 Regular Metro Board of Directors Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

(Note: Please send all of my comments to all councilmembers and staff)

So, regarding the K Line Northern Extension, I strongly urge you to go with the San Vicente-Fairfax alignment because the San Vicente-Fairfax alignment is a better option to serve many new areas including Beverly Center, Cedars-Sinai Medical Center, and the new West Hollywood Recreation Center located near San Vicente/Santa Monica. Regarding the segment between the Crenshaw/Adams and the future D Line Extension, hopefully you should always keep the Midtown Crossing Station because of the connection with the Rimpau Transit Center and depending on the housing conditions along the extension route I'm going to stay neutral on the alternatives for now and hopefully whatever they would end up picking the final alignment located between Crenshaw/Adams and the future D Line Extension then I'll support that final alignment that they would end up picking for the one between Crenshaw/Adams and the future D Line Extension.

In closing, I strongly urge you to strongly approve the San Vicente-Fairfax Alignment now instead of delaying the decision for the K Line Northern Extension

Thank you

From: Gabriel Uribe [redacted]>
Sent: Wednesday, March 25, 2026 5:00:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Support for Metro K line Northern extension

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

This message isn't support for the metro care line Northern extension that would revolutionized public transportation in Los Angeles and also help with the traffic problem. I fully supported as a Los Angeles Resident!

March 2026 RBM Public Comment – Item 12

From: Isa Tecum [redacted]>
Sent: Wednesday, March 18, 2026 6:13:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #12, AGAINST CUBIC CONTRACT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Finance, Budget, and Audit Committee,
My name is Isabel Tecum, SAJE , Watts. I am writing to submit a public comment regarding Agenda Item 12 (2025-0128), concerning the proposed contract with Cubic Transportation Systems, Inc. for TAP third-party vendor management and support services.
While I understand the need to maintain and improve fare payment infrastructure, I strongly urge the Committee to prioritize policies that move toward free public transit and to reject any future fare increases tied to operational costs such as this contract.
Public transit is an essential service that supports working families, students, seniors, and people with disabilities. Increasing fares places a disproportionate burden on those who rely on transit the most, especially during a time when many are still facing financial hardship. Instead of raising fares, Metro should explore equitable funding solutions that expand access and ridership.
Investments in systems like TAP should ultimately support a vision of seamless, barrier-free transit—not reinforce a system that requires riders to continually pay more. Free or reduced-fare transit has been shown to increase ridership, reduce traffic congestion, and improve air quality, benefiting the entire region.
As you consider this contract, I ask that you to continue expanding fare-free programs and pilot initiatives, and centering on equity and accessibility in all transit funding decisions.
Thank you for your time and for considering the needs of transit riders across our community.
Sincerely,
Isabel Tecum, SAJE member

From: Diana Guzman <[redacted]>
Sent: Wednesday, March 18, 2026 5:29:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #12, AGAINST CUBIC CONTRACT

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Finance, Budget, and Audit Committee,
My name is [Your Name, Organization, Where you live]. I am writing to submit a public comment regarding Agenda Item 12 (2025-0128), concerning the proposed contract with Cubic Transportation Systems, Inc. for TAP third-party vendor management and support services.
While I understand the need to maintain and improve fare payment infrastructure, I strongly urge the Committee to prioritize policies that move toward free public transit and to reject any future fare increases tied to operational costs such as this contract.
Public transit is an essential service that supports working families, students, seniors, and people with disabilities. Increasing fares places a disproportionate burden on those who rely on transit the most, especially during a time when many are still facing financial hardship. Instead of raising fares, Metro should explore equitable funding solutions that expand access and ridership.
Investments in systems like TAP should ultimately support a vision of seamless, barrier-free transit—not reinforce a system that requires riders to continually pay more. Free or reduced-fare transit has been shown to increase ridership, reduce traffic congestion, and improve air quality, benefiting the entire region.
As you consider this contract, I ask that you to continue expanding fare-free programs and pilot initiatives, and centering on equity and accessibility in all transit funding decisions.
Thank you for your time and for considering the needs of transit riders across our community.
Sincerely,
[Your Name]
[Your County District]

Enviado desde mi iPhone

From: Maria Ramirez [redacted]
Sent: Wednesday, March 18, 2026 5:15:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) ITEM #12, AGAINST

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Estimados miembros de la Comisión de Finanzas, Presupuesto y Auditoría:
Mi nombre es [Su nombre, organización, lugar de residencia]. Les escribo para presentar un comentario público sobre el punto 12 del orden del día (2025-0128), relativo al contrato propuesto con Cubic Transportation Systems, Inc. para la gestión de proveedores externos y los servicios de asistencia de TAP.
Aunque comprendo la necesidad de mantener y mejorar la infraestructura de pago de tarifas, insto encarecidamente a la Comisión a que dé prioridad a las políticas que avancen hacia el transporte público gratuito y a que rechace cualquier futuro aumento de tarifas vinculado a los costes operativos, como este contrato.
El transporte público es un servicio esencial que da apoyo a las familias trabajadoras, los estudiantes, las personas mayores y las personas con discapacidad. El aumento de las tarifas supone una carga desproporcionada para quienes más dependen del transporte público, especialmente en un momento en el que muchos siguen enfrentándose a dificultades económicas. En lugar de subir las tarifas, Metro debería explorar soluciones de financiación equitativas que amplíen el acceso y el número de usuarios.
Las inversiones en sistemas como TAP deberían, en última instancia, respaldar una visión de un transporte público fluido y sin barreras, y no reforzar un sistema que obliga a los usuarios a pagar cada vez más. Se ha demostrado que el transporte público gratuito o con tarifas reducidas aumenta el número de usuarios, reduce la congestión del tráfico y mejora la calidad del aire, lo que beneficia a toda la región.
Mientras estudian este contrato, les pido que sigan ampliando los programas de transporte gratuito y las iniciativas piloto, y que se centren en la equidad y la accesibilidad en todas las decisiones de financiación del transporte público.
Gracias,

Enviado desde mi iPhone

Translated via Google Translate:

Dear Members of the Finance, Budget, and Audit Committee:
My name is [Your Name, Organization, Place of Residence]. I am writing to submit a public comment regarding Agenda Item 12 (2025-0128), concerning the proposed contract with Cubic Transportation Systems, Inc. for third-party vendor management and TAP support services.
While I understand the need to maintain and improve fare payment infrastructure, I strongly urge the Committee to prioritize policies that advance toward fare-free public transit and to

reject any future fare increases linked to operational costs—such as those associated with this contract.

Public transit is an essential service that supports working families, students, seniors, and people with disabilities. Raising fares places a disproportionate burden on those who rely most heavily on public transit, especially at a time when many continue to face economic hardship. Instead of raising fares, Metro should explore equitable funding solutions that expand access and ridership.

Investments in systems like TAP should ultimately support a vision of seamless, barrier-free public transit, rather than reinforcing a system that compels riders to pay increasingly higher amounts. Fare-free or reduced-fare public transit has been shown to boost ridership, reduce traffic congestion, and improve air quality—benefits that extend to the entire region.

As you consider this contract, I ask that you continue to expand fare-free transit programs and pilot initiatives, and that you prioritize equity and accessibility in all public transit funding decisions.

Thank you,

Subject: Let's Move Metro Bike Share Forward: Investing in LA's Transportation Future!

Dear LACMTA Board Members,

It is time for LA Metro to invest boldly in the future of Bike Share in Los Angeles, ensuring it is a reliable, equitable, and world-class system that meets the needs of all Angelenos and reflects a culture that values health, safety, and wellbeing.

For too long, the promise of Metro Bike Share has been delayed. Transit-reliant communities—those who would benefit most—have waited years for meaningful expansion into their neighborhoods. These are areas where few people own cars, where families walk their kids to school and ride the bus to work. Without nearby stations, affordable pricing, and reliable equipment, the system remains out of reach.

To unlock bike share's full potential, Metro must ensure dedicated funding and strong local partnerships within the contract under consideration. This includes investments in updated hardware, modern technology, and sustained community engagement. Monthly education and encouragement activities led by trusted community-based organizations are essential to building a system that is accessible, welcoming, and reflective of the people it is meant to serve. A successful system must work for both the people who rely on it and those who operate it.

With this contract award, Metro must ensure that equity and accountability are prioritized from the outset. This includes a clear commitment to station electrification and e-bike expansion by the end of 2026 to improve bike availability, reduce emissions, and support a healthier, more sustainable Los Angeles—especially in neighborhoods that have waited far too long.

The recent updates on the RFP process and intent to award the contract mark a critical transition point. This impending decision follows years of delays, during which advocates and community members have called on Metro to build a system that centers the needs of Angelenos who walk, bike, and rely on transit every day. The inclusion of the unionized BikeHub workforce and community partners like the groups below offers a foundation for broader access, but only if paired with meaningful oversight, sustained public investment, and a commitment to high-quality reliable service.

This is a defining moment for Los Angeles to show what is possible when public infrastructure reflects community priorities. The upcoming World Cup, Super Bowl, and 2028 Olympic and Paralympic Games offer a rare opportunity to showcase Los Angeles as a city that takes care of its people. Connecting Metro Bike Share to rail lines, bus routes, and active transportation corridors like the proposed Festival Trail can create seamless, zero-emission mobility options for residents and visitors alike.

To realize this vision, it is essential Metro approve and fully fund this contract without delay, prioritizing system expansion, and empowering all partners—within Metro and beyond—to deliver on these goals. The future of transportation in our city is full of promise. Now is the

time to move bike share forward, expanding access, centering equity, and building a more connected Los Angeles for everyone.

We appreciate your consideration and support for a better bike share program in our city.

Sincerely the undersigned,

BIKE LA	**Organization Name:** BikeLA **Authorized Signatory:** Eli Akira Kaufman, Executive Director **Date:** 3/18/2026
Los angeles walks	**Organization Name:** Los Angeles Walks **Authorized Signatory:** Alex Ramirez **Date:** 3/18/2026
SANTA MONICA Safe Streets Alliance	**Organization Name:** Santa Monica Safe Streets Alliance **Authorized Signatory:** Cynthia Rose & Cris Gutierrez, Co-Chairs **Date:** 3/18/2026
CALBIKE	**Organization Name:** California Bicycle Coalition **Authorized Signatory:** Kendra Ramsey, Executive Director **Date:** 3/18/2026
SOUTHERN CALIFORNIA FAMILIES FOR SAFE STREETS	**Organization Name:** SoCal Families for Safe Streets **Authorized Signatory:** Beverly Shelton, co-Chair **Date:** 3/18/2026

SANTA MONICA SPOKE	**Organization Nam;khk ve:** Santa Monica Spoke **Authorized Signatory:** Cynthia Rose, Director **Date:** 3/18/2026
MOVELA	**Organization Name**: MoveLA **Authorized Signatory**: Eli Lipmen, Executive Director **Date**: 3/18/2026

WEST HOLLYWOOD BICYCLE COALITION	**Organization Name:** West Hollywood Bicycle Coalition **Authorized Signatory**: Kevin Burton, Chapter Leader **Date:** 3/18/2026
California Walks	**Organization Name:** California Walks **Authorized Signatory:** Kevin Shin, Co-Executive Director **Date:** 3/18/2026
FASTLinkDTLA	**Organization Name:** FASTLinkDTLA **Authorized Signatory:** Hilary Norton, Executive Director FASTLinkDTLA **Date:** 3/18/2026
DTLA MOBILITY FOR ALL	**Organization Name:** DTLA Mobility for All **Authorized Signatory:** Hilary Norton, Executive Director FASTLinkDTLA **Date:** 3/18/2026
BIKE TALK	**Organization Name:** Bike Talk **Authorized Signatory:** Taylor Nicols Bike Talk **Date:** 3/18/2026
RE:CICLOS	**Organization Name:** Re:Ciclos **Authorized Signatory:** Jimmy Lizama Bike Talk **Date:** 3/18/2026
COMMUNITIES ACTIVELY LIVING INDEPENDENT AND FREE • CALIF	**Organization Name:** CALIF **Authorized Signatory:** Keith Miller, Executive Director CALIF **Date:** 3/18/2026

March 2026 RBM Public Comment – Item 30

From: Shane Quentin <[redacted]
Sent: Wednesday, March 25, 2026 1:55:34 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment, 3/26/2026 Metro Board Meeting, Agenda Item 30.

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I am sending in my written public comment for the 3/26/2026 Metro board meeting regarding agenda item 30. Metro Bike Share. I am submitting my comment here in case I am not able to appear in person.

My comment is below:

Hi, my name is Shane Quentin, General Manager of BTS, we have been operating Metro Bike Share since 2016.
I am grateful for Metro's continued support of this first-mile, last-mile solution with this interim contract extension. Not only does Metro Bike Share support people seeking flexible, healthy, and green transportation; it provides dozens of union jobs. At BTS we work every day to support bikeshare customers and add reduced fare passholders, all while providing high quality operations.
I know our fiscal situation is tight. As a show of BTS' commitment and partnership, we offered a voluntary cost reduction starting late last year, and recently we have loaned 150 additional e-bikes to the program at no additional cost to Metro. This will ensure program sustainability, and boost ridership while Metro and its partners plan the long-term direction of Metro Bike Share.
Thank you for your time and thank you for continuing to support this essential form of transit.

Shane Quentin
General Manager, Metro Bike Share
Bicycle Transit Systems
[redacted]

Leading the bike share revolution, one ride at a time.

CONFIDENTIALITY NOTICE: This email message (including any attachments) from the Los Angeles County Metropolitan Transportation Authority is for official use by its intended recipients only. It contains information that may be confidential, privileged, attorney work product, or otherwise exempt from disclosure under applicable law. If you have received this email in error, be advised that any review, reproduction, distribution, or other use is strictly prohibited. Please notify the sender immediately by replying to the email if you have received this message in error and delete this message and any attachments.

March 2026 RBM General Public Comment

From: Colin Warn [redacted]
Sent: Monday, March 23, 2026 10:28:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Board Reform: LA Metro Has The Highest Percentage Of Elected Officials Compared With Other City Transportation Boards

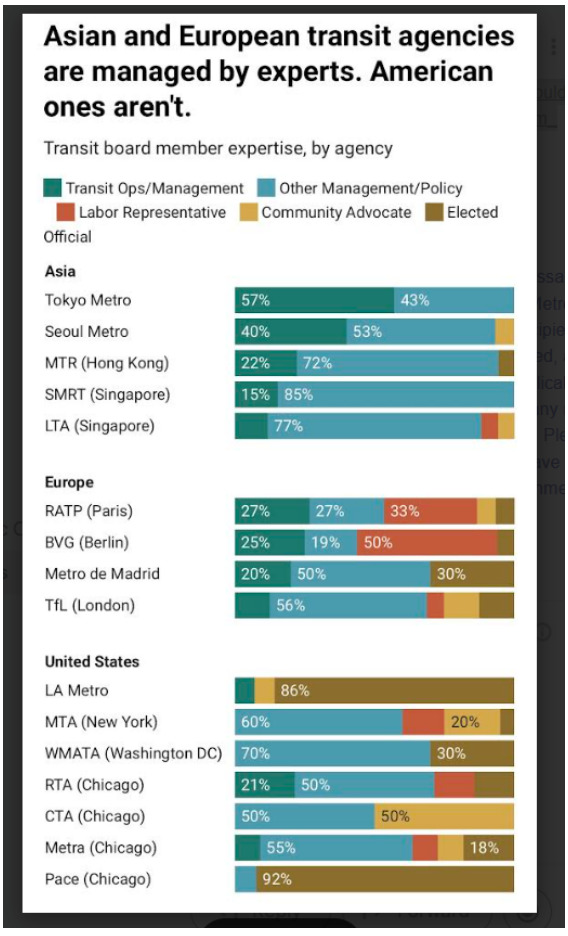
CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

Wanted to share the following graphic from the following study of metro board transportation expertise in various cities in the US and around the world.

https://citythatworks.substack.com/p/who-should-lead-our-transit-agencies?r=bhpu9&utm_campaign=post&utm_medium=web&triedRedirect=true

Best,
Colin



From: Jared Rimer [redacted]>
Sent: Monday, March 23, 2026 2:41:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Ongoing Accessibility Failures Across Metro System (Braille Signage & Announcements) General Comment / Item 7

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to formally document ongoing accessibility issues across the Metro system that have persisted for years without resolution. While I had intended to provide public comment, the scope and consistency of these issues warrant a more detailed written record.

We are not dealing with a single issue, but a pattern of accessibility failures affecting blind and visually impaired riders.

First, braille and tactile signage remains inconsistent or missing. Along the A Line, particularly between 7th Street Metro Center (upper level) and Downtown Long Beach Transit Mall, many stations lack adequate braille signage. In addition, signage along the Red and Purple Lines has been faded and difficult to read for approximately a decade. These issues were previously reported to accessibility staff, yet remain unresolved.

Second, station announcements are unreliable. Multiple stations, including Glendora and several along the A Line, do not consistently provide audible announcements. At Union Station, particularly during evening hours around 21:00, announcements are often unclear or not audible enough to identify arriving trains.

Third, onboard announcement systems continue to fail riders. There are ongoing inconsistencies between interior and exterior announcements. Some newer A Line trains appear unable to produce external announcements, and operators do not consistently compensate for this—especially at shared platforms where identifying the correct train is critical. This creates significant barriers for blind riders attempting to navigate the system independently.

These issues have been reported multiple times through Customer Relations and other channels over the years, yet conditions remain largely unchanged.

As Metro continues to expand the system and invest in new infrastructure, it is critical that accessibility be treated as a foundational requirement—not an afterthought. Accessibility features such as braille signage and audible announcements must be fully functional and validated prior to project openings and maintained consistently across the system.

We should not be building new stations while longstanding accessibility failures remain unresolved.

I appreciate your attention to these concerns and look forward to meaningful progress on these issues.

Sincerely,
Jared Rimer

From: Peter Monti [redacted]>
Sent: Saturday, March 21, 2026 10:27:21 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General public comment - express service

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

General Public Comment

Hello,

I am a resident of DTLA, and I am a frequent rider of LA Metro. I am extremely grateful for all the progress made to make the system better since 2020. The regional connector in particular has been a game changer. Also looking forward to the D line extension.

One thing I would really like to see express service on the Metro A and E lines. After a short trip to NYC, it was abundantly clear that express services from DTLA to Long Beach, Pasadena, Pomona, East LA, and Santa Monica are much needed. These light rail lines travel 10s of miles in each direction. Having a service that stops at half or less of the stops would make taking the A or the E line so much faster. It could even make the light rail lines competitive with driving and take drivers off the roads.

I understand this is request that costs billions of dollars, double tracking both routes entirely, and years to complete. However, it could be really worth it. It seems like LA Metro hasn't figured out how to really get people to take the trains instead of drive, and making the commute times shorter would be a good step in the right direction.

Thanks!

From: Josh Gray-Emmer [redacted]
Sent: Wednesday, March 25, 2026 1:54:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) GENERAL PUBLIC COMMENT - for March 26 Metro Board Meeting: Fare Enforcement

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair and Members of the Metro Board,

I am writing to urge Metro to restore regular onboard fare checks.

Metro has reduced fare checks by approximately 98 percent since 2018. Transit Security Officers once conducted more than 300,000 onboard fare checks per month. In 2025, that number fell to about 5,000 per month. That is not a minor operational change. It is the near-disappearance of a basic function of system management.

If Metro is going to raise fares, it cannot continue allowing fare payment to be optional for a large share of riders. Without enforcement, fare increases fall primarily on the people who already pay. That is unfair, and it is not sustainable.

This is not an argument against equity. Metro already has the LIFE program and other reduced-fare options to help lower-income riders, including free rides for qualifying individuals. The issue is not whether affordability programs should exist. They should. The issue is that when fare payment is not meaningfully enforced, Metro loses revenue that could support better service, and riders experience a system that feels less safe, less orderly, and less well-managed.

Metro also has the staffing to do better. The agency previously conducted far more fare checks with fewer officers than it has today. The Board did not vote to eliminate fare enforcement, yet fare enforcement has effectively vanished. That should be corrected.

I respectfully ask the Board to direct staff to restore regular onboard fare checks and to treat fare compliance as a basic part of operating a safe, fair, and financially responsible transit system.

Thank you for your consideration.

Sincerely,

Josh Gray-Emmer
Carfree transit rider who lives and works in DTLA

From: South Bay Forward [redacted]
Sent: Wednesday, March 25, 2026 4:18:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment (Feb/March 2026)

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Board Clerk,

We are ensuring that our Statement & Open Letter on the January 22nd Metro Board Vote (C Line Extension to Torrance) has been received by the board. This is attached here and published on 1/29/26 on our website: https://www.southbayforward.org/blog/statement-on-january-22nd-metro-board-vote

As longtime supporters of transit to the South Bay, our advocacy on the K Line to Torrance will continue, and our South Bay On Board Coalition (15+ pro-transit organizations) continues to coordinate.

We celebrate FEIR certification and moving forward with the project. However, our members and advocates were disappointed by the sudden alignment change, missed opportunities, and lack of transparent public process in the Board's decision.

Our goals are to:

1. Hold public officials accountable—including Metro Board Members and the Cities of Lawndale, Redondo Beach, and Torrance—to a higher standard of transparency and a commitment to delivering the K Line Southern Extension expeditiously.
2. Ensure first-last mile planning for this project improves mobility for all near stations.
3. Preserve public ownership of the rail corridor at minimum until the project is operational. Phase the project to start early work.
4. Push for Board reform so future decisions are determined by experts in the field who prioritize transit best practices over political dynamics.

We will remain engaged to ensure the K Line to Torrance is built expeditiously and with the most safety, mobility, and accessibility benefits. We are speaking with supporters of

the Hawthorne alignment to find common ground to deliver transit, rail, and mobility benefits to our communities. We hope going forward Board Members provide:

- Open transparency
- Equal time and weight to all stakeholders
- Safe and accessible transit that is not further delayed

We will continue to be in communication and engaged in this next phase to ensure the project is funded and built expeditiously. We appreciate your responsiveness, engagement, and partnership in the past few years. We hope for productive collaboration with Board Members to deliver on promises and make the strongest beneficial impact in our communities.

In community,
South Bay Forward

SOUTH BAY
FORWARD

South Bay Forward
southbayforward.org
We are moving the South Bay LA region forward on housing, transit, and active mobility.

MINUTES

Thursday, March 26, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:06 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 9, 10, 11, 12, 13, 15, 19, 20, 21, 25, 26, 27, 28, 29, 30, 33, and 40.

Consent Calendar items were approved by one motion; no items were held by a Director for discussion and/or separate action.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	A	Y	Y	Y	Y

Voting Deviations:
Item 6 – the following Directors were conflicted: IP, LH, and KRB
Item 9 – the following Directors were conflicted: KY and KRB
Item 25 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2026-0239**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 26, 2026, Special Board Member Workshop held April 4, 2025, and the Special Board Workshop held March 6, 2026.

3. SUBJECT: REMARKS BY THE CHAIR **2026-0240**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	A	P	A	A	A	P	A	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2026-0241**

CARRIED OVER.

~~RECEIVE report by the Chief Executive Officer.~~

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	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	HJM = H.J. Mitchell	HS = H. Solis	

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

5. SUBJECT: ADOPT THE 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FOR LOS ANGELES COUNTY **2026-0026**

ADOPTED ON CONSENT CALENDAR the resolution for the 2027 Los Angeles County Transportation Improvement (TIP) Program.

6. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM AWARDS **2026-0015**

APPROVED ON CONSENT CALENDAR:

A. Federal Transit Administration (FTA) Section 5310 funding awards totaling $10,752,739, made available to Metro through the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the subrecipient agencies receiving the approved awards;

C. DELEGATING to the CEO or their designee authority to administratively approve minor changes to the scope of approved Section 5310 awards;

D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible subrecipients and, where feasible, that projects are coordinated with transportation services assisted by other federal departments and agencies; and

E. CERTIFYING that the Section 5310 projects selected for funding are included in the Board-adopted 2025-2028 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), in compliance with federal requirements.

7. SUBJECT: K LINE NORTHERN EXTENSION (KNE) - LOCALLY PREFERRED ALTERNATIVE (LPA) **2025-0846**

APPROVED AS AMENDED BY BASS, HORVATH AND BARGER the San Vicente-Fairfax alignment evaluated in the 2024 Draft Environmental Impact Report (EIR) as the Locally Preferred Alternative (LPA) for the K Line Northern Extension (KNE) Project contingent upon the formation of an Enhanced Infrastructure Financing District (EIFD) by the City of West Hollywood in coordination with Los Angeles County to provide additional local sources of funding (at least 25% of the capital cost estimate) per the Early Project Delivery Strategy with:

(continued on next page)

(Item 7 – continued from previous page)

A. an initial operating segment (IOS) from the Expo/Crenshaw Station at the E/K Line to Wilshire/Fairfax at the D Line;

~~B. an adjusted tunnel alignment in Mid-City to continue to maximize use of public rights-of-way (ROW) to reduce subsurface easements, described as Crenshaw ROW: Option 2 in the Mid-City Additional Alignment Analysis Report (2025);~~

B. upon reinitiation of project activities, the Mid-City alignment will be finalized and approved by the Board within the first 12 months. The alignment shall be informed by meaningful engagement with residents and stakeholders; prioritizing preservation of historic neighborhoods through the avoidance and minimization of residential subsurface easements; and include an independent third-party peer technical review of tunneling between Crenshaw/Adams and Wilshire/Fairfax, including potential impacts to historic residential structures, with findings shared publicly to support transparency, community confidence, and informed participation. This process shall in no way impede or delay any current efforts to expedite or advance the project, but shall be a means to get people where they need to go and put Metro in a position to be a trusted neighbor;

C. a commitment to work with the owner of the Midtown Crossing Shopping Center to preserve the opportunity to relocate the supermarket at an alternate location on acquired property adjacent to the construction site, prior to the start of construction; ~~and~~

D. a terminus station at the Hollywood Bowl;

E. undertake a robust value engineering analysis, including but not limited to the use of cut-and-cover, in Segments 2 and 3 of the proposed project alignment to bring down costs as much as possible;

F. report back on the feasibility of establishing an Initial Operating Segment for the Project from the Hollywood Bowl terminus to San Vicente/Santa Monica;

G. direct staff to provide input to the City of West Hollywood as it evaluates the potential formation of an EIFD by responding to requests for information about preliminary project cost information, using currently available project information and defined project endpoints and planning-level cost ranges, including the identification of a preliminary funding plan. Continue to coordinate with West Hollywood as the project advances and costs and alignments in the Mid-City neighborhoods are refined; and

H. upon reinitiation of project activities, federalize the environmental process.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A/C	Y	Y	Y	Y	Y	Y	A/C	Y	Y	Y	Y	Y

9. SUBJECT: K-LINE EXTENSION TO TORRANCE **2025-1032**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. AWARD a cost-plus fixed fee contract, Contract No. AE130368000, for a period of five years, with two, three-year options, to Hill International, Inc., for Program Management Support Services (PMSS) for the K-Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) in an amount Not-To-Exceed (NTE) $89,198,548 for the base term, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual Contract Modifications within the Board-approved CMA.

10. SUBJECT: DOWNTOWN INDUSTRIAL BUSINESS IMPROVEMENT DISTRICT RENEWAL 2027 **2026-0013**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to execute a Petition to Renew Los Angeles County Metropolitan Transportation Authority's (LACMTA) participation in the Downtown Industrial District Property-Based Business Improvement District (BID) for a seven (7) year term commencing January 1, 2027 and expiring December 31, 2033, for a total estimated amount not to exceed $802,365.79 over the term of the BID renewal.

11. SUBJECT: WORKERS' COMPENSATION MEDICAL BILL REVIEW SERVICES **2025-0882**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 3 to Contract No. PS61721000, with Lien On Me, Inc. for workers' compensation medical bill review services to exercise the second, two-year option in the amount of $2,541,000, increasing the total contract amount from $5,160,225 to $7,701,225, and extending the period of performance from July 1, 2026, to June 30, 2028.

12. SUBJECT: TAP THIRD PARTY VENDOR MANAGEMENT AND SUPPORT SERVICES **2025-0128**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS123711(2)000 with Cubic Transportation Systems, Inc. to provide TAP third party vendor management and support services, in the not-to-exceed (NTE) amount of $584,937 for the two-year base term, $285,176 for the first one-year option, $293,063 for the second one-year option and $301,190 for the third one-year option for a total combined NTE amount of $1,464,366, effective May 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

13. SUBJECT: INVESTMENT POLICY **2026-0105**

APPROVED ON CONSENT CALENDAR:

A. ADOPTING the Investment Policy;

B. the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA's Officials; and

C. DELEGATING to the Treasurer or their designees, the authority to invest funds for a one-year period, pursuant to California Government Code ("Code") Section 53607.

15. SUBJECT: MUNICIPAL ADVISORY SERVICES BENCH **2025-1079**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award eight, six-year task order-based bench contracts for Municipal Advisory Services and execute task orders under these contracts for a total Not-To-Exceed (NTE) amount of $7,100,000, effective May 1, 2026, subject to the resolution of properly submitted protest(s), if any:

- PFM Financial Advisors LLC (PS133271000)
- Montague DeRose and Associates, LLC (PS133271001)
- Public Resources Advisory Group (PS133271002)
- Frasca & Associates, LLC (PS133271003)
- KNN Public Finance, LLC (PS133271004)
- Sperry Capital Inc. (PS133271005)
- Fieldman, Rolapp & Associates, Inc. (PS133271006)
- Backstrom McCarley Berry & Co., LLC (PS133271007)

16. SUBJECT: PROPOSITION C BONDS **2026-0108**

ADOPTED a Resolution that authorizes the issuance and negotiated sale of up to $450 million in aggregate principal amount of Proposition C Sales Tax Revenue Senior Bonds (the "Bonds"), in one or more series, to finance capital projects, refund the Proposition C Senior Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2016-A (the "Refunded Bonds"), and to take of all other actions necessary in connection with the issuance of the Bonds.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

17. SUBJECT: MEASURE R BONDS **2026-0114**

ADOPTED a Resolution that authorizes the issuance and negotiated sale of up to $980 million in aggregate principal amount of Measure R Sales Tax Revenue Senior Bonds (the “Bonds”), in one or more series, to refund the Measure R Senior Sales Tax Revenue Bonds, Series 2016-A (the “Refunded Bonds"), finance capital projects, reimburse LACMTA for the development and construction of certain projects, refund outstanding Measure R Commercial Paper Notes, and to take of all other actions necessary in connection with the issuance of the Bonds.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

19. SUBJECT: UNLOCKING POSSIBILITIES: ENHANCING THE FINANCIAL AND COMMUNITY VALUE OF KEY METRO STATIONS TO SUPPORT LONG-TERM REVENUE GENERATION MOTION **2026-0233**

APPROVED ON CONSENT CALENDAR Motion by Yaroslavsky, Bass, Dutra, Sandoval, and Solis that the Board direct the Chief Executive Officer to report back within 180 days with a strategic framework for implementing a Metro Station Commercial District Strategy across the Metro system, positioning stations as active commercial hubs with retail, services, and mixed-use development integrated above, within, and adjacent to stations to support long-term non-fare revenue generation. The report back should include progress on the following components:

A. System Assessment - an evaluation of opportunities and constraints for station retail across the Metro system, including:

   1. Review of international best practices;

   2. Review of previous and existing retail activations within Metro facilities and lessons learned from both successful and unsuccessful efforts, including but not limited to operational barriers, location factors, and design challenges;

   3. Evaluation of passenger circulation, station design, and other factors affecting retail viability;

   4. Identification and prioritization of potential locations suitable for initial pilot implementation;

B. Strategic Framework - a proposed strategy for developing station-centered commercial districts across the Metro system, including:

(continued on next page)

(Item 19 – continued from previous page)

1. Opportunities for commercial development above, adjacent to, and integrated within stations, including underground concourses, mixed-use development, and connections to surrounding districts;

2. Distinct approaches for new stations currently in development and existing stations within the system;

3. Identification of potential partnership structures with experienced retail operators or commercial management firms experienced in station retail environments;

4. Identification of implementation approaches consistent with Metro funding restrictions, including private investment, public-private partnership, concession agreements, and tenant-funded improvements;

C. Implementation Recommendations and Revenue Potential Assessment - a set of recommendations for implementing station retail opportunities, including:

1. Identification of governance structures to ensure long-term success;

2. Execution strategy for a phased pilot program at a limited number of high-ridership stations to test retail concepts, operational models, and revenue performances; and

3. Estimates of potential revenue generation, including a preliminary assessment of start-up and operational costs and revenue potential based on comparable benchmarks from other transit-oriented rail operations.

20. SUBJECT: ENERGY AND CLIMATE CONSULTANT SERVICES **2025-1049**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee, task order-based Contract No. AE131392EN088, with TRC Engineers, Inc. (CA) for Energy and Climate Consultant Services, for a three-year base term in an amount Not-To-Exceed (NTE) $18,078,000, plus two, one-year options in an amount not to exceed $3,111,000 for each option year, for a total NTE amount of $24,300,000, subject to the resolution of any properly submitted protests, if any;

B. AWARD individual Task Orders and modifications up to the authorized NTE contract amount of $3,900,000 or the project's authorized budget, whichever is less.

21. SUBJECT: ADOPTION OF CODE OF CONDUCT FOR METRO ADVISORY BODIES **2026-0120**

APPROVED ON CONSENT CALENDAR amendment of Title 5 (Ethics) of Metro's Administrative Code to include the "Code of Conduct for Metro Advisory Bodies", applicable to all members of Metro's advisory bodies.

22. SUBJECT: INFORMATION TECHNOLOGY DISRUPTION POLICY **2026-0042**

AMENDED the Board Rules and Procedures to include the Information Technology (IT) Disruption Policy as required by State law.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

24. SUBJECT: SENATE BILL 667 **2026-0160**

ADOPTED the following staff recommended position:

SB 667 (Archuleta) - Railroads: Safety. Wayside Detectors. As amended January 22, 2026. - SEEK AMENDMENTS

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

25. SUBJECT: METRO-LA28 MEMORANDUM OF UNDERSTANDING **2026-0047**

APPROVED ON CONSENT CALENDAR the Memorandum of Understanding (MOU) with the Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028 (LA28).

26. SUBJECT: PUBLIC-PRIVATE PARTNERSHIPS (P3) TO SUPPORT REVENUE GENERATION MOTION **2026-0232**

APPROVED ON CONSENT CALENDAR Motion by Dutra, Sandoval, Najarian, Horvath, Yaroslavsky, and Dupont-Walker that the Board direct the Chief Executive Officer to return to the Board with a comprehensive P3 and Innovative Financing Strategy and Implementation Roadmap Plan with an initial report in July 2026 that includes a status on:

(continued on next page)

(Item 26 – continued from previous page)

A. Engaging the private sector to gauge industry interest and conditions needed for successful P3 participation, including market trends analysis to establish a refined conceptual framework for advancing P3 opportunities;

B. Engaging organized labor to understand workforce considerations, concerns, and conditions necessary to support potential P3 delivery models, including dialogue to inform the development of a refined conceptual framework for advancing P3 opportunities;

C. Evaluating P3 as a mechanism for schedule acceleration, financing, risk transfer, and private sector innovation, establishing when P3 delivery models can provide value compared to other delivery methods, informed by current private market capacity and conditions; and

D. Project-specific updates, including outcomes for active workstreams discussed at the Budget Workshop, including the ongoing Sepulveda Transit Corridor financial assessment and other candidate transit capital projects.

WE FURTHER MOVE, that the Board direct the CEO to report back to the Board every six months on progress in developing and advancing the P3 Innovative Financing Strategy and Implementation Roadmap Plan.

27. SUBJECT: COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA 30% DESIGN AND ENVIRONMENTAL CLEARANCE MOTION 2026-0234

APPROVED ON CONSENT CALENDAR Motion by Hahn, Dutra, and Solis that the Metro Board direct the Chief Executive Officer to advance the following objectives pertaining to the Pico Rivera Regional Rail Station:

A. Continue coordination with CAHSR to ensure that their Final EIR/EIS and/or Supplemental EIR/EIS of the LA-to-Anaheim Project Section reflects a local decision regarding the Commerce Metrolink Station relocation mitigation in Pico Rivera;

B. Identify and program resources, as funding allows, to advance up to 30% engineering design and preliminary environmental assessments;

C. Coordinate with CAHSR to identify and program mitigation funding toward the station relocation in conjunction with the schedule for environmental clearance of this segment of the CAHSR;

D. Coordinate with CAHSR on the necessary levels of environmental review they would undertake to ensure appropriate CEQA and NEPA clearances;

(continued on next page)

(Item 27 – continued from previous page)

E. Work collaboratively with corridor stakeholders and support robust community outreach and engagement throughout the 30% engineering design and preliminary environmental assessment phase; and

F. Incorporate the Pico Rivera station location in the Metrolink work plan, the Regional Transportation Plan/Sustainable Communities Strategy, and other related planning documents.

WE FURTHER MOVE, that the CEO report back to the Board no later than the September 2026 Board cycle with progress and next steps for the above-requested items.

28. SUBJECT: PARTS WASHER LEASING AND MAINTENANCE SERVICES **2026-0003**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. PS7235000 with FRS Environmental, Inc., to continue to provide parts washer leasing and maintenance services, increasing the total Not-To-Exceed (NTE) contract value by $356,513.62 from $1,587,712.50 to $1,944,226.12, and extending the period of performance for the duration of one year, from May 1, 2026, through April 30, 2027.

29. SUBJECT: FENCE REPAIR AND MAINTENANCE SERVICES **2026-0048**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 5 to Contract No. OP1788370008370 to exercise the two-year option with Deco Fence Company to provide fence repair and maintenance services in the Not-To-Exceed (NTE) amount of $1,654,560, increasing the total contract NTE amount from $2,290,068 to $3,944,628, and extending the period of performance from May 1, 2026, to April 30, 2028.

30. SUBJECT: METRO BIKE SHARE **2026-0127**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 21 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from June 1, 2026, to November 30, 2026, to continue Metro Bike Share (MBS) program services in the Not-to-Exceed (NTE) amount of $6,505,955, increasing the total contract value from $131,155,423 to $137,661,378; and

(continued on next page)

(Item 30 – continued from previous page)

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

33. SUBJECT: METRO EXPRESSLANES BACK OFFICE SYSTEM **2026-0062**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate contract, Contract No. PS53258000 to BRiC-TPS, LLC, for implementing, operating, and maintaining a new ExpressLanes Back Office System (BOS) in the Not-To-Exceed (NTE) amount of $114,749,473 for the eight-year base period, excluding contract options, and which shall be authorized as follows, subject to the resolution of any properly submitted protest(s), if any:

1. The Design and Implementation phase of the new BOS will be authorized immediately upon contract execution in an amount NTE $15,583,030;
2. The Operations and Maintenance (O&M) phase of the new BOS will be authorized at the completion of the BOS Implementation in an amount NTE $99,166,443; and

B. EXECUTE individual contract modifications for Contract No. PS53258000 within the Board-approved contract modification authority.

40. SUBJECT: COMMUNITY AND STAKEHOLDER ENGAGEMENT PLAN REGARDING BOARD COMPOSITION **2026-0159**

APPROVED ON CONSENT CALENDAR the Community and Stakeholder Engagement Plan for the Metro Ad Hoc Board Composition Committee, to support informed, transparent, and inclusive deliberations regarding governance considerations.

41. SUBJECT: CLOSED SESSION **2026-0242**

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

1. Maria Garcia-Gonzalez v. LACMTA
   LASC Case No. 23STCV05655

APPROVED settlement in the amount of $2,300,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	A	Y	A	Y	Y	Y	Y	Y	Y

(continued on next page)

(Item 41 – continued from previous page)

2. Amanda Montano v. LACMTA
LASC Case No. 22STCV20019

APPROVED settlement in the amount of $475,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	A	Y	A	Y	Y	Y	Y	Y	Y

3. Giovanny Andres Blanco Cifuentes, et al. v. LACMTA
LASC Case No. 24STCV09206

APPROVED settlement in the amount of $300,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	A	Y	A	Y	Y	Y	Y	Y	Y

B. <u>Conference with Real Estate Negotiator - Government Code 54956.8</u>

1. Property: Los Angeles Union Station
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Starbucks Corporation
Under Negotiations: Price and Terms

No report.

2. Property: 2922 S. Crenshaw Blvd, Los Angeles, CA 90016
Agency Negotiator: Craig Justesen, EO, John Beck, Manager
Negotiating Party: Geno St. John/Vice President, Leasing @ CIM Group
Under Negotiations: Price and Terms

No report

C. <u>Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)</u>

Initiation of Litigation (One case)

No report

D. <u>Conference with Labor Negotiator - Government Code 54957.6</u>

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

No report.

(continued on next page)

(Item 41 – continued from previous page)

E. <u>Threat to Public Services or Facilities - Government Code 54957(a)</u>
Consultation with: Chief William Scott, Chief of Police & Emergency Management, Los Angeles County Metropolitan Transportation Authority

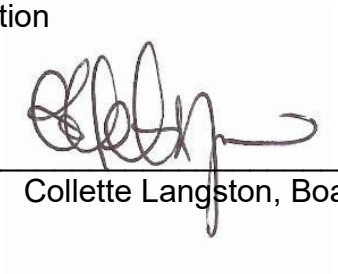
No report.

F. <u>Public Employee Performance Evaluation - Government Code Section 54957(b)(1)</u>
Title: Chief Executive Officer

No report.

ADJOURNED AT 2:56 P.M. IN MEMORY OF ROBERT CALIX.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration



Collette Langston, Board Clerk

MINUTES

Wednesday, April 15, 2026

3:00 PM

Board of Directors - Special Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Kathryn Barger
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Katy Yaroslavsky
Monica Benavides, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 3:06 P.M.

ROLL CALL

16. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT **2026-0251**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a permanent subsurface easement ("Property Interest") from the property known as 3839 Wilshire Boulevard, Los Angeles, CA 90010 APN: 5503-031-018.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
A	Y	Y	Y	A	Y	Y	Y	A	Y	Y	A	Y

17. SUBJECT: MOBILITY CONCEPT PLAN IMPLEMENTATION UPDATE REPORT **2026-0189**

RECEIVED AND FILED the Mobility Concept Plan (MCP) Implementation Progress Report

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
A	P	P	P	A	P	P	P	A	P	P	A	P

18. SUBJECT: MILANO CORTINA 2026 WINTER GAMES LESSONS LEARNED **2026-0213**

RECEIVED oral report on Milano Cortina 2026 Winter Games Lessons Learned.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
A	P	P	P	A	P	P	P	A	P	P	A	P

19. SUBJECT: 2026 FIFA WORLD CUP READINESS REPORT **2026-0175**

RECEIVED oral report on preparations for the 2026 FIFA World Cup.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
A	P	P	P	A	P	A	P	A	A	A	A	P

ADJOURNED AT 5:19 P.M.

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	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	HJM = H.J. Mitchell	HS = H. Solis	

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

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk

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

File #: 2026-0022, **File Type:** Agreement **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2026

SUBJECT: WESTLAKE/MACARTHUR PARK B/D LINE STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO), or designee, to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Walter J Company (Developer) to extend the term for one year for the joint development of 1.8 acres of Metro-owned property at the Westlake MacArthur Park (B/D) Line Station (Station) in the City of Los Angeles (City).

ISSUE

Metro and Developer are parties to an ENA dated February 2021, as amended (collectively, the ENA) for the development of the mixed-use project situated on Wilshire Boulevard between Alvarado Street and Westlake Avenue in the Westlake community of Los Angeles (Project). The ENA is set to expire on August 19, 2026. A one-year extension of the ENA term is necessary to complete pre-development negotiation activities. The ENA pre-dates the establishment of a Joint Development (JD) Bench and Board-delegated authority to enter into and extend ENAs, and therefore, this action requires Board approval.

BACKGROUND

In August 2020, the Board approved an ENA with the Developer, which was executed and became effective in February 2021. On July 27, 2023, the Metro Board approved an amendment with the Developer to extend the ENA for one year plus two one-year extensions. The second option period expires August 19, 2026.

The Developer owns properties north and south of the Metro-owned property (see Attachment A - Site Map) and will include these properties in the development of the Project. As described in the approved ENA, the Developer has proposed a mixed-use, mixed-income development that wraps around the perimeter of the Metro-owned plaza anticipated to be completed by fall of 2031. This will include two towers: one at the corner of Wilshire and Westlake, and the other at 7th and Westlake, with 668 housing units in a mix of studio, one- and two-bedroom configurations. Within this total there will be 234 income-restricted units with affordability levels ranging from acutely low income

(15% of Area Median Income, or AMI) to middle income (150% AMI) based on existing Los Angeles County income data.

In addition, the Project will include a 300-room hotel, approximately 115,480 square feet of commercial office space and 56,700 square feet of ground floor retail along the Station plaza. Community-serving retail uses will occur along the southern and northern perimeters of the Metro plaza. The Project proposes to incorporate a vendor program supporting local and existing plaza vendors and small businesses, public performance spaces and entertainment, a food pavilion, a community job training center/multipurpose facility, social services, and other community-serving uses within the plaza-level spaces.

DISCUSSION

The Developer continues to advance predevelopment activities, including receiving Metro's approval of the Project's schematic design plans, conducting ongoing community outreach, finalizing the entitlement appeals process through the City, and securing an appraisal for negotiations of the Joint Development Agreement (JDA) and Ground Lease (GL) terms. A one year extension of the ENA term is necessary to complete pre-development negotiation activities including: (a) finalizing Project land use entitlements through the Vesting Tentative Tract Map (VTTM) and environmental approvals required by Metro pursuant to CEQA; (b) Federal Transit Administration review; (c) negotiation of a Project maintenance and operations agreement, inclusive of the Station plaza; and (d) finalizing key terms and conditions of a JDA) and GL for future consideration by the Metro Board.

Community Engagement

The Developer has conducted extensive and ongoing community engagement since the ENA went into effect. Communication channels have included in-person meetings, digital and paper surveys, holiday events, and food giveaways. Much of the community interface has been accomplished through the Developer's community-based non-profit partner, New Economics for Women (NEW).

Thus far, the Developer and NEW have conducted the following outreach activities:

- 33 community outreach events.
- 4 project workshops.
- 8 Project Advisory Task Force (PATF) meetings.
- 26 separate meetings with community groups, including various tenants' rights organizations.

These outreach activities occurred between the summer of 2021 and the fall of 2023. Of note, the PATF is a group of local community-based organizations, public and private institutions, and staff from elected offices that were tasked with overseeing predevelopment activities leading up to and including review and input on the design and programming of the Project. Their input was recorded and incorporated into the Project entitlement application submitted to the City in 2024. The Project, as entitled by the City, is consistent with the design and programming that has been reviewed by Metro and submitted to the Board under the most recently approved 2023 Board action. Developer-led outreach will continue to and through Board consideration of the JDA.

In addition, from 2024 to the present, the Developer has been establishing a coalition of

neighborhood business owners to address quality-of-life issues throughout the Westlake community with the support of City services. The coalition seeks to improve cleanliness, security, and foot traffic for local businesses throughout the neighborhood.

The Project recently secured approval of its entitlements application from the City. The entitlement action was followed by a 30-day public comment and appeals period that concluded on March 2, 2026. The City received no appeals for this action, and all comments submitted expressed strong support for the Project.

Project Entitlements and CEQA

On February 20, 2026, the City approved the VTTM for the Project (No. 84053-HCA), through a Letter of Determination, subject to an appeals period. Additionally, the City found that the Project was statutorily exempt from CEQA under California Public Resources Code Section 21080.66 (AB 130). With the City entitlement and CEQA actions nearly complete, Metro staff will review relevant environmental studies and reports which demonstrate the Project qualifies for the Developer's identified CEQA path. As a Responsible Agency, the Board will perform its obligations under CEQA by considering the environmental documentation included at the time the JDA and GL terms are considered for approval.

By building 668 new homes, the Project will substantially advance Metro's Board directive to facilitate the construction of 10,000 homes on Metro land by 2031 (10K Program).

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety, as it only seeks a time extension for the ENA term during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Staff costs of $70,000 are included in the proposed FY27 budget under project 401038 to perform professional services and negotiate the proposed key terms to the JDA and Ground Lease. ENA deposits from funds provided by the Developer will offset certain Project-related costs including professional services such as environmental review and financial due diligence analysis. This action will not have a negative impact on the Metro budget and has been accounted for in future years' activities.

Impact to Budget

The funding source for this action is Developer Deposit. Per the terms of the ENA, the Developer is to refill the deposit upon written notice from LACMTA. This fund source is not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will deliver 234 income-restricted units to an Equity Focus Community, which could

benefit community members adjacent to the Project as well as other lower-income County residents in need of affordable housing and jobs. The Developer and its non-profit partner NEW have committed to marketing to income-qualifying local residents within the Project area to increase chances of placement in the income-restricted units. This will be detailed in the Developer's leasing plan. To improve equity outcomes, the Developer has committed to reserving 20% of commercial/retail space for local businesses verified to be within proximity to the Project. The space allocated to locally-owned businesses is the result of approximately five years of ongoing outreach with local stakeholders, community-based development organizations (CBOs), and advisory boards. The Developer will also negotiate in good faith to establish below-market leases with these businesses.

The Developer is committed to partnering with local trade and apprenticeship readiness programs, hospitality training organizations, and local tenants' unions to offer job training and job creation opportunities throughout the Project's construction period. The terms and conditions of these partnerships will be detailed in the JDA and GL that will be negotiated and submitted to the Board. The Project will be subject to Metro's Project Labor Agreement/Construction Careers Policy. As part of any future construction activities, Metro will require the Developer to submit a construction work plan with mitigation measures to limit dust, traffic, and noise for surrounding small businesses and other neighbors.

In pursuing the Project, the Developer and Metro staff will continue to actively engage with all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. Since the ENA was approved by the Board in August 2020, Metro JD staff worked closely with the Developer to implement the community engagement plan that centers CBOs in the development process. CBO engagement strategies have included: 1) enlisting over 27 CBOs to participate in a PATF made up of key stakeholders and community influencers in the Westlake/MacArthur Park area; 2) working with CBOs to disseminate information for project community meetings and collect community surveys for project design; 3) collaborating with CBOs on a series of educational community workshops covering affordable housing, project design, and environmental review; and 4) working with local CBOs to negotiate community benefits including workforce and economic development plans. The Developer will continue to leverage the substantial community outreach that has been done on behalf of the Project as required under the ENA.

To date, the Developer has conducted eight PATF meetings, collected 341 community surveys, hosted food giveaways at nine CBO events, and contacted over 200 community attendees at public meetings. Across all events, the Developer engaged 3,211 participants. Based on the demographic data that has been collected so far, 70 percent of survey participants were Hispanic/Latino, 30% were Non-Hispanic/Latino. Regarding language preference, 55% of participants speak only Spanish at home, 21% speak other languages at home, and 24% speak English at home. Most participants were aged 35 to 59. The developer has engaged local youth and younger adults by providing multiple outreach meetings at nearby schools and toy giveaways during the holiday season. As in previous JD outreach efforts, engagement will be conducted by the Developer in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and partnership activities that will benefit and further encourage transit ridership, ridesharing, and active transportation by utilizing Metro-owned land adjacent to a major transit hub to advance transit-oriented communities. The Project also proposes Transportation Demand Management strategies including limited parking supply, permitting residential area parking, promoting and marketing various modes of travel, providing bicycle parking per the Los Angeles Municipal Code, and improving the pedestrian network. Parking for residents will be "unbundled" from the residential units, meaning parking spaces will be a separate charge from rent thus encouraging households to go car-free. These Project attributes reflect best practices in transit-oriented development, design, and management, and collectively will encourage transit utilization. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support the Metro Vision 2028 Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity," specifically Initiative 3.2 which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The Project will deliver several community benefits, including transit-accessible affordable housing and new commercial/community space.

ALTERNATIVES CONSIDERED

The alternative to Board approval would result in the current ENA expiring in August 2026. As a result, further negotiations with the Developer would be discontinued, the Project's creation of 234 new income-restricted housing units would not occur, causing delays to the Board's JD 10K Program.

A 2012 development proposal on top of the Metro plaza was found financially infeasible due to physical site limitations associated with station infrastructure. The Developer's ownership of adjacent properties allows for cohesive upgrades to the maintenance, operations, and security of the plaza.

NEXT STEPS

Upon approval of the recommended action, staff will execute an amendment to extend the term of

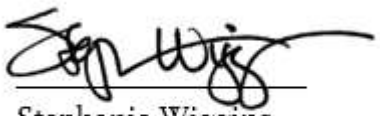
the ENA for one year. Staff will continue working with the Developer to finalize negotiations on the key terms and conditions of the JDA and GL, secure environmental approvals and return to the Board for approval of JDA and GL terms. In addition, there will be Developer-led community outreach efforts regarding the Project in advance of a future Board action to consider the JDA and GL term sheet.

ATTACHMENT

Attachment A - Site Map

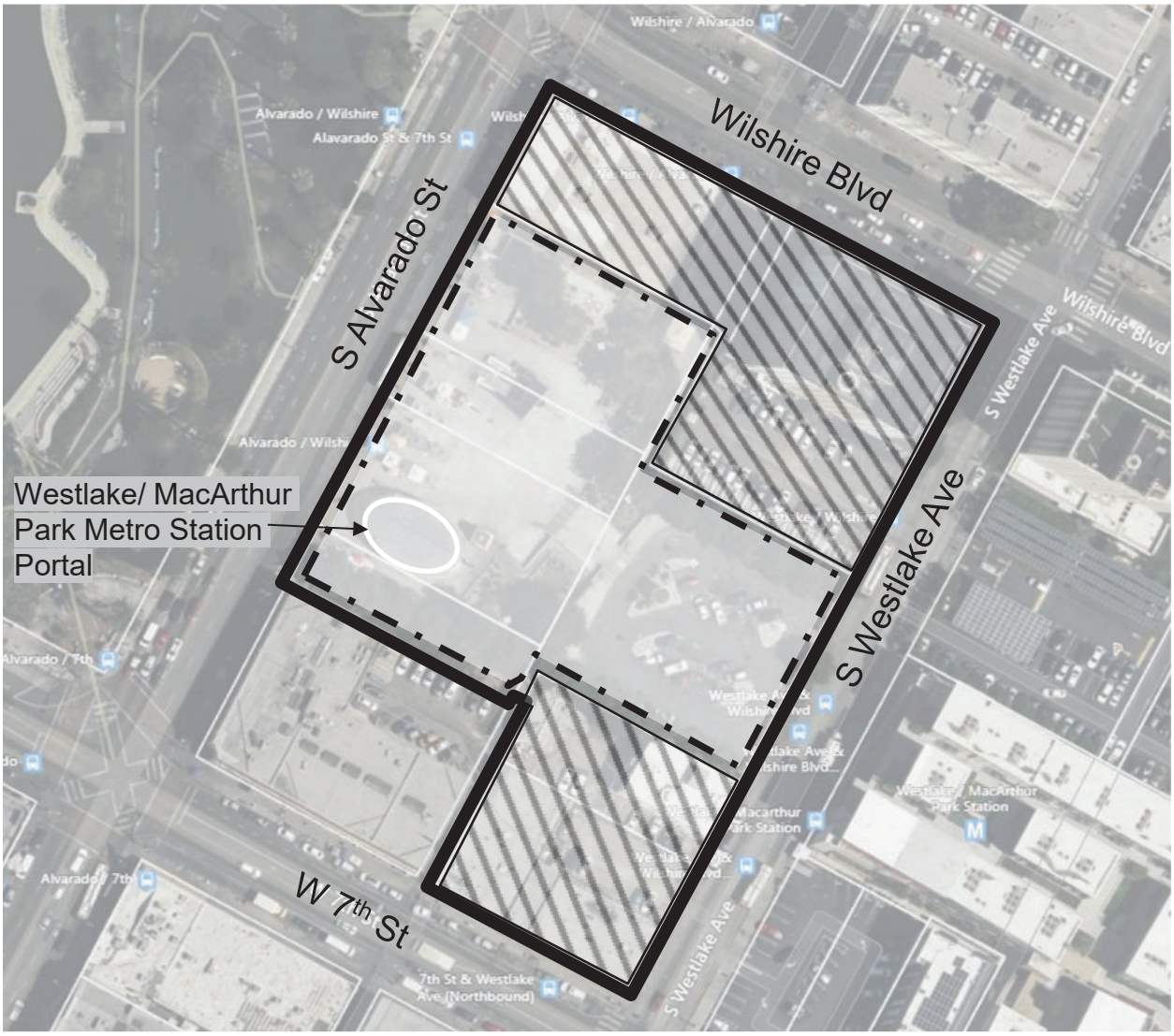
Prepared by: Jeff Ross, Manager, Countywide Planning & Development, (213) 547-4200
Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356
Nicole Avitia, Deputy Executive Officer (interim), Joint Development, Countywide Planning & Development, (213) 314-8060
Nick Saponara, Executive Officer, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, Senior Executive Officer - Real Estate and Transit Oriented Communities, (213) 922-5585
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

Attachment A - Site Map



Project Site

Metro-owned property

Developer-owned property



Next stop: building communities.

Westlake/MacArthur Park Station Joint Development

Planning & Programming Committee

April 15, 2026

Legistar File #2026-0022

Metro

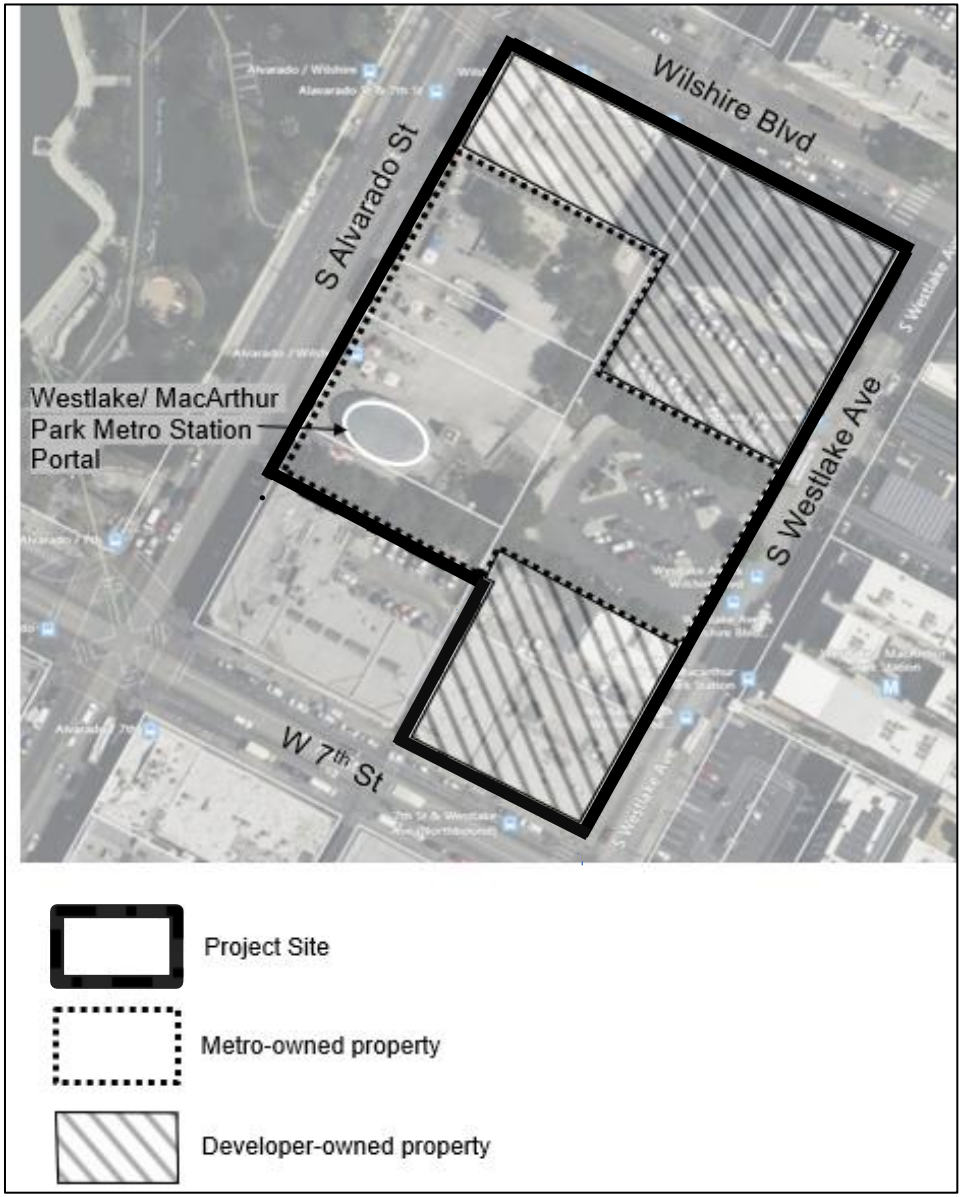
Recommendation

CONSIDER:

AUTHORIZING the Chief Executive Officer (CEO), or designee, to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Walter J Company (Developer) to extend the term for one year for the joint development of 1.8 acres of Metro-owned property at the Westlake MacArthur Park (B/D) Line Station (Station) in the City of Los Angeles (City).

Project Site Overview

- The Joint Development consists of 1.8 acres of Metro Plaza and contribution of 1.63 acres of Developer-owned property.
- The total Project site is 3.43 acres.
- Developer: Walter J. Company



Metro

Proposed Project Overview & Programming

Housing Units:

> 668 dwelling units, including 234 income restricted units:
- 36 units for seniors (15% to 50% AMI)
- 66 units for households (30% to 50% AMI)
- 66 units for households (50% to 80% AMI)
- 66 units for households (120% to 150% AMI)

Commercial & Retail:

> 172,187 sq. ft. (up to)
> 300 Room Hotel

Amenities:

> Vendor space
> Community Retail
> Local food services



Metro

Project Milestones/Progress Made

Schematic Design Approval by Metro

> Obtained late 2025

City Land Use Entitlements

> Received February 2026

Financial offer to Metro

> Finalize appraisal mid-2026

Draft Terms of Joint Development Agreement and Ground Lease

> Negotiations on-going



Developer conducted extensive outreach:

> 33 community outreach events
> 4 project workshops
> 8 Project Advisory Task Force meetings
> 26 separate meetings with community groups, including various tenants' rights organizations

Metro

Next Steps

Upon Board approval:

- Parties will execute the ENA Amendment
- Metro staff and Developer will negotiate a term sheet for the Joint Development Agreement and Ground Lease, including financial offer, and terms of plaza maintenance, operations and security
- Metro staff will return to the Board with a request to consider an approval of the JDA and GL terms and any environmental approval actions required under CEQA

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

File #: 2025-0841, **File Type:** Contract **Agenda Number:**

PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2026

SUBJECT: I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 10 to Contract No. AE333410011375 with Parsons Transportation Group, Inc. (PTG) to provide additional professional services needed to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project (I-605 CMIP) in the amount of $21,826,798, increasing the total contract value from $28,723,699 to $50,550,497 and, extend the period of performance from September 30, 2026, to December 30, 2028; and

B. EXECUTE Modification No. 10 to Contract No. AE5204200 with HDR Engineering, Inc. (HDR) to provide additional professional services that are needed to complete the environmental phase of the I-605 CMIP in the amount of $25,108,331, increasing the total contract value from $38,559,071 to $63,667,402 and extend the period of performance from September 30, 2026, to December 30, 2028.

ISSUE

At the January 2025 meeting, the Board approved staff's request to reinitiate work on the Project Approval and Environmental Documents (PAED) phase of the I-605 CMIP, consistent with the I-605 Corridor Improvements Project (CIP). Accordingly, both contracts that support the I-605 CMIP must be modified to update, revise, and complete the technical studies that support the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in alignment with the Board Motion 42 (Attachment A), which was introduced on October 22, 2020, by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin. The contract modifications include the development of locally supported alternatives that minimize right-of-way impacts and include complete streets and multimodal improvements.

BACKGROUND

The current scope of the I-605 CMIP is the result of Metro and Caltrans combining two separate projects in the I-605 Corridor into one. The project is intended to improve safety and multimodal

mobility along the corridor, which currently experiences higher than average collision rates. From 2019-2023, there were a total of 4,335 collisions resulting in injury within the project study area, with 201 severe injuries and 48 fatalities[1].

In September 2015, Metro awarded Contract No. AE333410011375, PAED services to PTG for the I-605/I-5 Interchange Improvements Project (I-605/I-5). The project limits were between I-105 and Slauson Avenue on I-605, and from Florence Boulevard to Paramount Boulevard on I-5.

In June 2016, Metro awarded Contract No. AE5204200, PAED services to HDR for the I-605/SR-60 Interchange Improvements Project (I-605/SR-60). The project limits were along I-605 from Telegraph Road to the I-10 interchange, and along SR-60 from Santa Anita Avenue to east of Turnbull Canyon Road.

Both projects were funded via line 35 of the Measure R expenditure plan, “Interstate 605 Corridor ‘Hot Spots’ Interchanges.” The scopes of services for the two contracts were independent, except for coordination at the shared terminus at Slauson Avenue, and identified the limits of each project respectively. Similarly, two contracts were awarded to develop two separate EIR/EIS documents for the I-605/I-5 and I-605/SR-60 projects.

After the contracts were awarded, Caltrans District 7 determined that due to logical termini, the two projects had to be combined. This approach would ensure a comprehensive evaluation of potential environmental impacts and comply with the requirements of the National Environmental Policy Act (NEPA). The combined scopes would be pursued as one EIR/EIS but be retained as two separate contracts.

[1]Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center*, *University of California, Berkeley*. 2026

DISCUSSION

As part of Metro’s commitment to improving mobility and moving people efficiently across the corridor and in response to the Board’s action to reauthorize work on the I-605 CMIP, the contract modification approach would focus on multimodal transportation elements. Corridor cities expressed support for identifying multimodal projects from their existing planning documents that could serve as early action projects, led and funded by the cities through available grants. Project alternatives that incorporate multimodal improvements would be environmentally cleared with the flexibility to implement near-term components independently by local agencies. Each city would prioritize a multimodal project that aligns with local needs, and this phased approach would allow jurisdictions to pursue Measure R and Measure M funds - separately from highway funds - along with other funding sources. This strategy will help address local transportation goals more effectively. At the same time, the broader project would coordinate context-sensitive solutions with freeway upgrades focused on safety and moving people, improving connectivity between freeway ramps and local streets to support reducing traffic conflicts, and promoting safer, more efficient travel through the use of managed lane solutions like high-occupancy vehicle (HOV) lanes or ExpressLanes. The PAED phase will include an implementation study that will evaluate opportunities to phase the design and construction of the Project.

The requested contract modifications are necessary to complete the PAED phase of the Project for the revised alternatives and incorporate the multimodal projects for each corridor city. Additional resources are required to produce an EIR/EIS that incorporates the design refinements, revised project alternatives, integrated Transportation System Management/Transportation Demand Management (TSM/TDM) and multimodal elements, and supplemental outreach results that were developed as part of the Project following Motion 42.

Project Revised Alternatives

- Alternative 1: Existing conditions (No Build).
- Alternative 2: Incorporate multimodal and Transportation System/Demand Management (TSM/TDM) improvements throughout the corridor; convert the existing HOV lane to an ExpressLane.
- Alternative 3: Incorporate multimodal and TSM/TDM improvements throughout the corridor; convert the existing HOV lane to an ExpressLane and add an additional ExpressLane in each direction.
- Alternative 4: Incorporate multimodal and TSM/TDM improvements throughout the corridor; maintain the existing HOV lane and add an additional HOV lane in each direction.

Revenue Potential

The revised Alternatives 2 and 3 have the potential to generate toll revenue through the implementation of ExpressLanes. A Traffic and Revenue forecast study was conducted in 2019 for the original 2016 alternatives. According to the study, the original Alternative 3, which also included the conversion of the existing HOV lane to and ExpressLane and the addition of another ExpressLane, had the potential to generate net toll revenues of $14,896,000 by 2031 and $21,926,000 by 2040 (estimate is in 2019 dollars, based on the schedule of the original project alternatives prior to Motion 42). A new Traffic and Revenue forecast study will be developed as part of the PAED effort for the revised alternatives to provide updated estimates of the revenue potential of each alternative.

Project Management and Administration

Retention of both primes is necessary to maintain continuity of services for the Project. The existing contractors have worked on the Project since 2016, and their knowledge and the work that they have completed to date will allow for the most efficient completion of the PAED phase for the revised alternatives.

The consultant team compositions have been modified to reflect the holistic approach of the revised alternatives. The teams have added subconsultant firms specializing in complete streets, multimodal design, and community outreach-firms that were not part of the original team and whose expertise will enhance the project’s multimodal and complete streets design and community engagement and help align this project with Metro policies.

Completing the PAED phase of the Project will extend the project schedule for an additional 27

months. The revised project alternatives and added project elements will result in the need for additional project management activities and coordination by both HDR and PTG, resulting in increased administration and project management costs. The estimated cost for this work is $4,387,307.

Updated Engineering and Environmental Technical Studies

Developing the updated EIR/EIS will require previous engineering and environmental studies to be updated, revised, and in some cases redone, to reflect the revised alternatives and incorporated multimodal elements that were developed through the outreach and redesign efforts following Motion 42. These updates will require additional resources to complete.

Numerous engineering and environmental technical studies will require substantial revisions and additional technical work in order to meet compliance and permit requirements for several EIR/EIS items, and will likely result in increased costs due to the administrative and technical work required to comply with new requirements. The estimated cost for this work is $34,127,090.

The following engineering and environmental technical studies will be revised:

Engineering Studies and Draft Project Report	Environmental Technical Studies and Draft Environmental Document
• Existing Traffic Data and Forecasts • Traffic Forecast Models • Geometric Plans for Project Alternatives • Modified Access Report • Intersection Control Evaluation • Construction Staging/Traffic Handling • Value Analysis • Hydrology Studies • Storm Water Data Report • Highway Planting Design Concepts • Traffic Operational Analysis • Right of Way Data Sheet • Utility Impact Assessment • Multimodal Analysis • Relinquishment and Vacation Study • Coordinate Traffic Studies with Environmental Document • Life Cycle Cost Analysis • Materials Information • Geotechnical Information • Structures Advanced Planning Studies • High Occupancy Vehicle Study • Preliminary Transportation Management Plan • Concept of Operations	• Surveys and GIS Mapping for Environmental Studies • Right of Entry for Environmental Studies • Community Impact Analysis, Land Use, Growth Studies • Noise Study • Noise Abatement Decision Report • Visual Impact Analysis • Air Quality Study and Health Risk Assessment • Water Quality Assessment • Utilities and Emergency Service Study • Energy Studies • Summary of Geotechnical Report • ISA (Phase I) • Right-of-Way Relocation Impact • Location Hydraulic/Floodplain Analysis • River Impact Studies • Paleontology Studies • Cumulative Impact Assessment • Biological Assessment • Wetlands and Other Waters of the United States Studies • Natural Environment Study Report Archaeology Survey • Historical, Architectural and Archaeological Resource Studies • Historic Property Survey Report • Section 4f Evaluation

Multimodal and Complete Streets Framework Workshops

In May 2025, Metro staff began hosting workshops with cities along the I-605 corridor to establish a framework for integrating multimodal and complete streets enhancements into the project. These workshops aimed to guide the implementation of pedestrian, bicycle, and transit improvements and to gather local input on city-prioritized projects for consideration.

I-605 CMIP Corridor Jurisdiction Framework Workshops	
Stakeholder	**Meeting Date**
Pico Rivera	5/6/2025
Santa Fe Springs	5/7/2025
Norwalk	5/14/2025
Whittier	5/15/2025
San Gabriel Valley Council of Governments	5/19/2025
City of Industry	5/28/2025
El Monte	5/29/2025
South El Monte	5/29/2025
Downey	6/12/2025
LA County	6/18/2025
Baldwin Park	6/30/2025

The project alternatives will be environmentally cleared through a combined EIR/EIS, but in a parallel process, city-prioritized multimodal and complete streets projects will be separately cleared through exemptions/exclusions where possible. This process would enable these components to be independently implemented by local agencies through design and construction. Additionally, local agencies would be able to access Measure R, Measure M, and other funding sources for these projects separately from dedicated highway funds, expanding their potential funding pool and addressing local transportation needs more effectively. By coordinating context-sensitive solutions with freeway upgrades, the project aims to improve connectivity between freeway ramps and nearby local networks and promote safer travel.

Beyond the development of the EIR/EIS document for the corridor, the requested contract modifications include additional resources to allow for the analysis of these individual multimodal and complete streets components for each of the impacted corridor cities. The estimated cost for this work is $2,251,591.

Community Engagement and Coordination

Public feedback remains a vital part of the project's success. Moving forward, the project will prioritize highlighting key messages related to safety, multimodal transportation improvements, and transparent communication to emphasize that this project will not involve residential property acquisition or major freeway expansion, reflecting community input to date.

Following contract modifications, staff will begin updating technical studies and revising the engineering design, and developing a community engagement plan. Over the next year, staff will coordinate additional workshops with corridor cities to collaboratively refine multimodal and complete streets elements. These workshops will be followed by extensive community engagement activities that include meetings to share updated design concepts and gather public feedback, community pop-up events, interactive Project engagement tools like a website and mapping platform to provide project information and collect additional feedback, and a robust Community-Based Organization Partnership Program. The CBO partnership program will include up to 20 CBOs to facilitate engagement with communities along the corridor, conduct additional CBO led workshops and events, and lead door-to-door direct engagement efforts. These ongoing supplemental engagement efforts will entail specialized outreach services and will require additional resources. Additional small-group or neighborhood-specific meetings may also be held to ensure meaningful input from directly affected communities. Community-based organizations will be engaged to help facilitate the community outreach process for the project. Regular briefings will be conducted with local Cities and Council of Government partners as the Project moves forward. Staff will continue progressing toward the environmental document release, targeted for early 2027. The estimated cost for this work is $1,120,908.

The table below summarizes the cost estimate of $46,935,129 to complete the PAED phase of the Project:

Task	HDR	Parsons	Combined
Project Management	$2,239,737.00	$2,147,570.00	$4,387,307.00
Engineering and Environmental Studies	$17,657,215.00	$16,469,875.00	$34,127,090.00
Multimodal and Complete Streets Projects	$1,464,917.00	$786,674.00	$2,251,591.00
Community Engagement	$550,217.00	$570,691.00	$1,120,908.00
Other (Environmental Document Circulation, ODCs, etc...)	$2,996,245.00	$2,051,988.00	$5,048,233.00
TOTAL	**$25,108,331.00**	**$21,826,798.00**	**$46,935,129.00**

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on the safety of Metro's patrons, employees, or users of these facilities. Caltrans and local safety standards will be adhered to during the implementation of the proposed project improvements.

As heard in the community outreach meetings, postponing enhancements to the I-605 corridor could fail to address safety and multimodal concerns and further deteriorate traffic conditions that impact commuters and regional economic activity.

FINANCIAL IMPACT

The FY26 budget for I-605/I-5 and I-605/SR-60 is $7.0M and $5.0M, respectively. Both projects are included in the Complete Streets and Highways Program, Cost Center 4720, under Task No. 5.2.100, Account No. 50316 (Professional Services) under Project 461314 for I-605/I-5 and Project No 463314 for I-605/SR-60.

Since this is a multi-year project, the Chief Planning Officer and the Project Manager will be responsible for coordinating the programming and budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this Project is Measure R (20%) Highway fund. The fund is not eligible for bus and rail operations.

The balance of $117,282,770 in Measure R Highway Capital funds programmed for the I-605 CMIP under Professional Services Contracts #AE5204200 and #AE333410011375 is available to cover the costs and contract modifications.

EQUITY PLATFORM

Approving the execution of the modifications of the contracts will support the potential benefits of the I-605 CMIP. Metro and Caltrans have engaged and will continue to engage all stakeholders and the affected parties throughout the duration of the environmental process for the I-605 CMIP, with an emphasis placed on underserved low-income minority populations, as well as the most impacted communities.

Parsons Transportation Group, Inc. (PTG) made a 27.25% Small Business Enterprise (SBE) and 3.03% Disabled Veteran Business Enterprise (DVBE) commitments on this contract. The current participation is 26.41% SBE and 2.03% DVBE, representing shortfalls of both the SBE and DVBE commitment of 0.84% and 1%, respectively. HDR Engineering made a 34.24% SBE and 3.06% DVBE commitment on the contract. The current SBE participation is 35.38%, exceeding the commitment by 1.14%, and a current DVBE participation of 2.09%, representing a 0.95% shortfall. The DVBE shortfalls are a result of the previous Board action to place the project on hold. This shortfall will be mitigated as the PAED phase progresses and DVBE firms are able to resume work.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit[2]. Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

Since the proposed project is located on the State Highway System, Caltrans serves as the California Environmental Quality Act (CEQA) lead agency. Under Senate Bill (SB) 743, lead agencies are required to assess VMT impacts for applicable projects. For this project, Metro will utilize the Transportation Analysis under CEQA (TAC), the Transportation Analysis Framework (TAF), and data from the California Statewide Travel Demand Model (CSTDM) to assess impacts on metrics such as VMT, rather than relying solely on traditional measures like traffic delay or congestion. This approach emphasizes emissions efficiency, multimodal transportation development, and sustainable land use planning.

This Board item will likely increase VMT in LA County. The TAC identifies that capacity-increasing projects like the I-605 CMIP that include the addition of through lanes, HOV lanes, or high-occupancy toll (HOT) separated interchange lanes (e.g. ExpressLanes), are typically expected to increase VMT. According to the TAF, these projects may induce travel through mechanisms such as:

- Route changes
- Mode shifts toward automobile use
- Longer and more frequent trips
- Increased dispersion of development

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods. The I-605 CMIP will include elements that aim to encourage mode shifts away from single-occupancy vehicles along the corridor by examining alternatives that promote carpooling and transit use through HOV and HOT lanes, along with the introduction of multimodal and complete streets elements.

Mitigation Considerations

Mitigation on the State Highway System is generally limited to on-site options under Caltrans' authority. Off-site measures often fall under the jurisdiction of the local land use authority, or in this case, Metro. Some off-site mitigation strategies that Metro will examine as part of the I-605 CMIP include:

- Complete streets enhancements
- Multimodal infrastructure (bike, pedestrian, and transit facilities)
- Park-and-ride lots
- Public education and incentive programs to reduce single-occupancy trips
- Intelligent transportation systems
- Bus efficiency and traffic management strategies
- Land use planning integration
- Cordon (area-based) pricing
- Parking management and pricing
- Employer-based transportation demand management

- VMT mitigation banks or exchanges
- VMT impact fee programs

Additionally, according to Caltrans VMT guidelines, lane conversions from HOV lanes to ExpressLanes - as proposed in the modified Alternative 2 - may be exempt from VMT mitigation requirements.

[2]Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The I-605 CMIP supports the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Transform LA County through regional collaboration.

The I-605 CMIP also supports the following Multimodal Highway Investment Objectives:

1. Advancing the mobility needs of people and goods within Los Angeles County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability; and resiliency for affected local communities and the region.
2. Work with local communities to reduce disparities caused by existing highway systems and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
3. Ensure that local and regional investment in Los Angeles County's highway system - particularly the implementation of Measures R and M priorities - is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunities.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommendations. However, this alternative is not recommended because the proposed corridor improvements (included in the 2020 Long Range Transportation Plan) reflect regional consensus on the importance of improving corridor mobility and safety. Further project delays could result in delays to the construction of vital safety enhancements for the I-605 corridor, and potentially impact the ability to pursue future grant funding for the project if completion of the PAED phase is delayed.

While advancing only one contract modification or deferring action until completion of the Decennial was discussed, neither option is recommended. Advancing a single contract modification would not satisfy the scope and commitments established under Motion 42.

Deferring project action until the Decennial process concludes would likely extend the schedule, increase costs, and risk the loss of critical funding opportunities for the I-605 Corridor Multimodal Improvements Project.

NEXT STEPS

Upon Board approval of the recommendations, staff will execute Modification No. 10 to Contract No. AE333410011375 with PTG for Project Approval and Environmental Documents (PA/ED) for the I-605/I-5 Interchange Project and Modification No. 10 to Contract No. AE5204200 with HDR for PAED for the I-605/SR-60 Interchange Improvement Project.

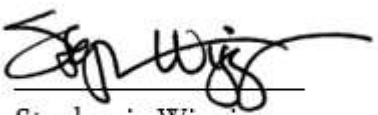
Staff will provide periodic updates to the Board on the progress of the PAED phase for the I-605 CMIP that is expected to be completed in early 2027, as well as the results of the additional workshops with corridor cities that will help define the project's multimodal elements.

ATTACHMENTS

Attachment A - Motion 42
Attachment B-1 - Procurement Summary
Attachment B-2 - Procurement Summary
Attachment C-1 - Contract Modification/Change Order Log
Attachment C-2 - Contract Modification/Change Order Log
Attachment D-1 - DEOD Summary
Attachment D-2 - DEOD Summary
Attachment E - I-605 CMIP Multimodal and Complete Streets Framework May 2025

Prepared by: Nathan Carlson, Principal Transportation Planner, Complete Streets and Highways, (213) 922-4951
Carlos J. Montez, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3241
Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrera, Deputy Chief Planning Officer, (213) 547-4322
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471
Marisa Perez, Deputy Chief Community Relations Officer, (213) 544-0188

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

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

Metro

Board Report

File #: 2020-0733, **File Type:** Motion / Motion Response **Agenda Number:** 42.

REGULAR BOARD MEETING
OCTOBER 22, 2020

Motion by:

DIRECTORS SOLIS, HAHN, GARCIA, FASANA, GARCETTI, AND BONIN

I-605 Corridor Improvement Project Build Alternatives

The I-605 Corridor Improvement Project seeks to modify and/or widen 16 miles of freeway including segments on the I-605, I-10, SR-60, I-5, and I-105 in the Gateway and San Gabriel Valley Subregions. The Project scope currently includes several alternatives that would build various combinations of additional auxiliary, general purpose, high-occupancy vehicle, and high-occupancy toll lanes along the corridor. Preliminary reports for the project suggest that hundreds of partial and full property acquisitions will be necessary in addition to hundreds of temporary and permanent easements, which would affect unincorporated communities as well as the cities of Baldwin Park, Industry, Pico Rivera, El Monte, South El Monte, Whittier, Downey, Norwalk, Santa Fe Springs. The Project alignment moves largely through disadvantaged communities experiencing housing and homelessness crises that have only been exacerbated by the ongoing pandemic.

On September 2, 2020, the Gateway Cities Council of Governments (GCCOG) sent a letter to Metro's Chief Executive Officer requesting to delay the release of the I-605 Corridor Improvement Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and to incorporate a local option alternative that reflects the Guiding Principles adopted by the SR-91/I-605/I-405 Corridor Cities Committee in October 2007. The GCCOG's Guiding Principles include a provision that new freeway construction, including the addition of lanes, should be confined to existing State right-of-way in order to preserve and enhance local economies and environments. In response to this letter and to concerns raised by other stakeholders, Metro has agreed to delay the release of the EIS/EIR until early 2021. However, the impacts anticipated for the Project necessitate a fresh look at the scope of work and the alternatives proposed.

California's transportation sector currently accounts for more than 50 percent of the state's greenhouse gas emissions, and vehicle ownership rates have significantly increased in the region over the last 30 years. According to a 2018 study from the UCLA Institute of Transportation Studies, the six-county region covered by the Southern California Association of Governments (Los Angeles, Orange, Riverside San Bernardino, Ventura, and Imperial Counties) added 1.8 million people and 456,000 household vehicles between 1990 and 2000 with an average of 0.25 vehicles per new

resident. The These numbers exploded to 0.95 vehicles per new resident between 2000 and 2015 when the region saw 2.3 million people and 2.1 million household vehicles added. Despite Metro's efforts to rapidly expand its transit network, vehicle miles traveled per capita have steadily climbed upwards throughout the county since 2010, and transit ridership across the state has been declining since 2012. Metro has put forth several efforts to restore and increase transit ridership and reduce greenhouse gas emissions including the ongoing NextGen initiative and the advancement of Twenty-Eight by 28' Pillar Projects. Per a motion written by Director Bonin last year, Metro is also working to align its highway program with the Executive Order issued by Governor Newsom in September 2019 which directed the California State Transportation Agency to realign its portfolio of construction, operations and maintenance projects to help reverse trends of rising fuel consumption and greenhouse gas emissions from the transportation sector. However, Metro must also begin taking on a wholistic, equity-based examination of its projects' scopes to ensure investments do not increase induced demand or work against existing greenhouse gas emissions reduction goals.

SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT BUILD ALTERNATIVES

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin that the Board direct the Chief Executive Officer to report back to the Planning and Programming Committee in January 2021 with a status update and in April 2021 with a final report on suggestions for other I-605 build alternatives that consider:

A. An additional locally-supported alternative that minimizes right-of-way impacts and/or a stand-alone Transportation System/Demand Management (TSM/TDM) alternative similar to the TSM/TDM alternative put forth on the SR-710 North Project; and

B. A review of the project's purpose and need and its alignment with various local and state policies and plans related to equity, greenhouse gas emissions and vehicle miles traveled.

WE FURTHER MOVE that staff, including the Executive Officer of Equity and Race, engage with the San Gabriel Valley Council of Governments, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the County of Los Angeles, corridor cities, and community stakeholders to develop this report. The release of the EIS/EIR should be further delayed until after the final report is received by the Metro Board.

PROCUREMENT SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENTS FOR THE I-605/I-5 INTERCHANGE PROJECT/ AE333410011375

1.	**Contract Number**: AE333410011375			
2.	**Contractor**: Parsons Transportation Group, Inc.			
3.	**Mod. Work Description**: Provide additional professional services to complete the environmental phase of I-605 Corridor Multimodal Improvements Project and extend the period of performance through 12/30/2028.			
4.	**Contract Work Description**: Project Approval and Environmental Documents (PAED) phase for the I-605/I-5 Interchange Improvement Project.			
5.	**The following data is current as of**: 10/16/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	9/24/2015	**Contract Award Amount:**	$20,697,227
	Notice to Proceed (NTP):	10/1/2015	**Total of Modifications Approved:**	$8,026,472
	Original Complete Date:	9/30/2019	**Pending Modifications (including this action):**	$21,826,798
	Current Est. Complete Date:	12/30/2028	**Current Contract Value (with this action):**	$50,550,497
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Carlos Montez		**Telephone Number**: (213) 547-4366	

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued to provide additional professional services to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project. This Modification will also extend the period of performance from September 30, 2026 to December 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 24, 2015, the Board awarded a 48-month firm fixed price Contract No. AE333410011375 to Parsons Transportation Group, Inc., for the Project Approval and Environmental Document for the I-605/I-5 Interchange Improvement Project in the amount of $20,697,227.

A total of nine modifications have been issued to date.

Refer to Attachment C-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis. The variance of 12.5% between the ICE and recommended amount is due to staff not accounting for the need of specialized firms to perform outreach, new environmental and engineering technical requirements. In addition, the project has a new number of local multimodal and complete streets projects that require coordination and evaluation with local jurisdictions along the I-605.

Proposal Amount	Metro ICE	Recommended Amount
$21,826,798	$19,402,245	$21,826,798

PROCUREMENT SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR THE I-605/SR-60 INTERCHANGE IMPROVEMENT PROJECT/AE5204200

1.	**Contract Number**: AE5204200			
2.	**Contractor**: HDR Engineering, Inc.			
3.	**Mod. Work Description**: Provide additional professional services to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project and extend the period of performance through 12/30/28.			
4.	**Contract Work Description**: Project Approval and Environmental Document for the I-605/SR-60 Interchange Improvement Project.			
5.	**The following data is current as of**: 10/16/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	6/23/2016	**Contract Award Amount:**	$33,660,430
	Notice to Proceed (NTP):	8/19/2016	**Total of Modifications Approved:**	$4,898,641
	Original Complete Date:	8/18/2020	**Pending Modifications (including this action):**	$25,108,331
	Current Est. Complete Date:	12/30/2028	**Current Contract Value (with this action):**	$63,667,402
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Carlos Montez		**Telephone Number**: (213) 547-4366	

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued to provide additional professional services to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project. This Modification will also extend the period of performance from September 30, 2026 to December 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 23, 2016, the Board awarded a 48-month firm fixed price Contract No. AE5204200 to HDR Engineering, Inc., for the Project Approval and Environmental Document for the I-605/SR-60 Interchange Improvement Project in the amount of $33,660,430.

A total of nine modifications have been issued to date.

Refer to Attachment C-2 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis. The variance between the ICE and recommended amount is due to staff not accounting for the need of specialized firms to perform outreach, new environmental and engineering technical requirements. In addition, the project has a new number of local multimodal and complete streets projects that require further coordination and evaluation with local jurisdictions along the I-605.

Proposal Amount	Metro ICE	Recommended Amount
$25,108,331	$24,311,277	$25,108,331

ATTACHMENT C-1

CONTRACT MODIFICATION/CHANGE ORDER LOG

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR THE I-605/I-5 IMPROVEMENT PROJECT/AE333410011375

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Supplemental work and extend the period of performance (POP) through 5/30/2021	Approved	10/18/17	$8,026,472
2	POP extension through 1/30/2022	Approved	5/18/21	$0
3	POP extension through 9/30/2022	Approved	1/27/22	$0
4	POP extension through 7/30/2023	Approved	9/6/22	$0
5	POP extension through 1/30/2024	Approved	5/10/23	$0
6	POP extension through 1/30/2025	Approved	4/19/24	$0
7	POP extension through 12/30/2025	Approved	2/21/25	$0
8	POP extension through 2/28/2026	Approved	12/4/25	$0
9	POP extension through 9/30/2026	Approved	2/9/26	$0
10	Supplemental work and extend the POP through 12/30/2028.	**Pending**	**Pending**	**$21,826,798**
	Modification Total:			**$29,853,270**
	Original Contract:		**9/24/15**	**$20,697,227**
	Total:			**$50,550,497**

ATTACHMENT C-2

CONTRACT MODIFICATION/CHANGE ORDER LOG

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR THE I-605/SR-60 INTERCHANGE IMPROVEMENT PROJECT/AE5204200

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Supplemental work and extend the period of performance (POP) through 6/18/2021	Approved	10/26/17	$4,898,641
2	POP extension through 1/30/2022	Approved	5/18/21	$0
3	POP extension through 9/30/2022	Approved	1/27/22	$0
4	POP extension through 7/30/2023	Approved	9/6/22	$0
5	POP extension through 1/30/2024	Approved	5/9/23	$0
6	POP extension through 6/30/2025	Approved	4/19/24	$0
7	Supplemental work for additional design services tasks and extend POP through 12/31/2025	Approved	8/12/25	$0
8	POP extension through 2/28/2026	Approved	12/4/25	$0
9	POP extension through 9/30/26	Approved	2/9/26	$0
10	Supplemental work and extend the POP through 12/30/2028	**Pending**	**Pending**	**$25,108,331**
	Modification Total:			**$30,006,972**
	Original Contract:		**6/23/16**	**$33,660,430**
	Total:			**$63,667,402**

DEOD SUMMARY

I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT / AE333410011375

A. Small Business Participation

Parsons Transportation Group (PTG) made 27.25% Small Business Enterprise (SBE) and 3.03% Disabled Veteran Business Enterprise (DVBE) commitments. Based on payments, the project is 87% complete and the current participation is 26.41% SBE and 2.03% DVBE, representing shortfalls of both the SBE and DVBE commitment of 0.84% and 1.00%, respectively. PTG contends that the current shortfalls are due to Metro putting the project on hold in October 2020, with the only recent activity being limited to community meetings. Metro's PM concurs with this explanation. PTG further contends that they will mitigate the shortfalls within 2 years of work restarting.

Small Business Commitment	**27.25% SBE 3.03% DVBE**	**Small Business Participation**	**26.41% SBE 2.03% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Arellano Associates, LLC	1.99%	1.97%
2.	D'Leon Consulting Engineers Corporation	0.39%	1.53%
3.	Earth Mechanics, Inc.	1.73%	2.17%
5.	GUIDA	6.13%	4.94%
6.	Lee Andrews Group (Substituted)	0.78%	
7.	Value Management Strategies, Inc.	0.16%	0.16%
8.	W K E, Inc.	15.18%	11.49%
9.	Wagner Engineering & Survey, Inc	0.89%	0.37%
10.	Galvin Preservation Associates Inc.	Added	2.45%
11.	NCM Engineering Corp	Added	1.32%
	Total	**27.25%**	**26.41%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Global Environmental Network Inc	1.54%	0.00%
2.	ZMAssociates Environmental Corp	1.49%	1.13%
3.	V. W. & Associates, Inc.	Added	0.90%
	Total	**3.03%**	**2.03%**

[1]Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY

I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT / AE5204200

A. Small Business Participation

HDR Engineering made 34.24% Small Business Enterprise (SBE) and 3.06% Disabled Veteran Business Enterprise (DVBE) commitments. Based on payments, the project is 91% complete and the current participation is 35.38% SBE and 2.09% DVBE, exceeding the SBE commitment by 1.14% and representing a shortfall of the DVBE commitment by 0.97%. HDR contends that the shortfall is due to DVBE subcontractors only partially completing their scopes before a previous Board action placed the project, as concurred with by Metro's PM. HDR reported that when work commences, they estimate the shortfall will be mitigated by mid-year 2026.

Small Business Commitment	**34.24% SBE 3.06% DVBE**	**Small Business Participation**	**35.38% SBE 2.09% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Arellano Associates, LLC	1.45%	1.83%
2.	Civil Works Engineers	0.27%	0.24%
3.	D'Leon Consulting Engineers Corporation	0.19%	0.18%
4.	Earth Mechanics, Inc.	0.58%	0.55%
5.	Galvin Preservation Associates Inc.	10.87%	10.27%
6.	Geo-Advantec, Inc.	0.41%	0.39%
7.	GUIDA	2.04%	2.47%
8.	Intueor Consulting, Inc.	0.40%	0.49%
9.	T&T Public Relations, Inc	0.77%	0.77%
10.	Tatsumi and Partners, Inc.	0.52%	0.41%
11.	W K E, Inc.	16.74%	17.77%
	Total	**34.24%**	**35.38%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Cal Vada Surveying, Inc.	0.78%	1.32%
2.	Global Environmental Network Inc	1.20%	0.00%
3.	ZMassociates Environmental Corp	1.08%	0.77%
	Total	**3.06%**	**2.09%**

[1]*Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



I-605 Corridor Multimodal Improvement Project (CMIP)

Multimodal and Complete Streets Framework

Metro

EXECUTIVE SUMMARY

The multimodal and complete streets framework includes five components that will assist Metro and the partnering stakeholders to identify, plan, fund and implement mobility improvements that would improve the overall quality of life for Los Angeles County residents.



This multimodal and complete streets framework is the outcome of the I-605 Corridor Improvement Project (CIP) stakeholder and community re-engagement effort conducted in the summer of 2024. This effort solicited feedback from the community that initiated an effort to align the project's goals with Metro's broader mission, by presenting a compelling case for enhancements, such as optimized bus routes, transit integration and improved first/last mile connections.

Looking forward the I-605 CIP will be implementing infrastructure elements to improve mobility, health, safety and quality of life not only along the corridor, but also from a regional perspective. The I-605 Multimodal and Complete Streets Framework offers strategies related to mobility, accessibility and multi-modal transportation that incorporate components such as pedestrian and bicycle safety, intersection improvements, transit connectivity, and improved access to schools, parks and commercial centers along the corridor.

State assembly Bill 1358 requires cities to plan for complete streets in their general plans. Aligned with Metro's 2023 Active Transportation Strategic Plan, this document outlines a strategic approach to achieving multimodal and complete streets goals and requirements by integrating street elements that prioritize alternative modal options, ensuring seamless connectivity within the broader transportation system.

The framework will focus on five main components that will assist Metro, Caltrans the Gateway City Council of Governments (GCCOG), San Gabriel Valley Council of Governments (SGVCOG), local cities, and partners to identify, plan, fund and implement mobility improvements that would improve the overall quality of life for Los Angeles County residents.

The Five Components of this Framework Include:

1

Multimodal and Complete Street Goals

Includes project and community goals that serve as the primary basis for this planning effort.

2

Existing Conditions

Summarize the adopted planning documents such as General Plans, Specific Plans, and Bicycle Plans that set forth policy objectives, along with existing and planned resources and the existing corridor demographics.

3

Local Context

Provides a project overview, potential multimodal and complete streets improvement opportunities and other planned projects the project will coordinate with.

4

Stakeholder Outreach Approach

Provides a summary of the key project stakeholders and approach to stakeholder meetings.

5

Multimodal and Complete Streets Toolbox

Provides a summary of improvements the I-605 CIP and stakeholders can utilize to improve mobility such as transit enhancements and intersection improvements.

1 MULTIMODAL & COMPLETE STREETS GOALS

The Multimodal and Complete Streets Framework aims to better integrate the various modes of transportation people use to travel across the cities and how people access the places that are important to their everyday lives. The plan will assist Metro in the planning, design, construction, operation and maintenance of local and regional transportation networks. The I-605 CIP aims to improve connectivity to key destinations such as schools, parks and commercial centers, while reducing dependence on single-occupancy vehicles by integrating features like expanded bus and transit options, protected bike lanes, and pedestrian-friendly infrastructure.

This approach supports Metro's broader vision of sustainability and inclusivity, prioritizing seamless multimodal travel, reducing Vehicle Miles Traveled (VMT), improving air quality, and providing better access for underserved communities along the I-605 corridor. Throughout this process, continuous coordination with Metro, Caltrans and partnering cities will occur to ensure the multimodal goals are prioritized as part of the I-605 CIP.

The Multimodal and Complete Streets Goals	
Improve mobility and connectivity for all users in an equitable manner	Promote green space and a healthier community
Provide a safe, accessible and connected network for pedestrians and cyclists	Implement emerging technology elements
Improve travel time, reliability and convenience of transit	Support local land use planning with improved mobility options
Reduce Vehicles Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions	Reduce the urban heat island effect
Reduce local arterial travel and trips by improving the freeway corridor	Provide a freight transportation system that facilitates the effective transport of goods

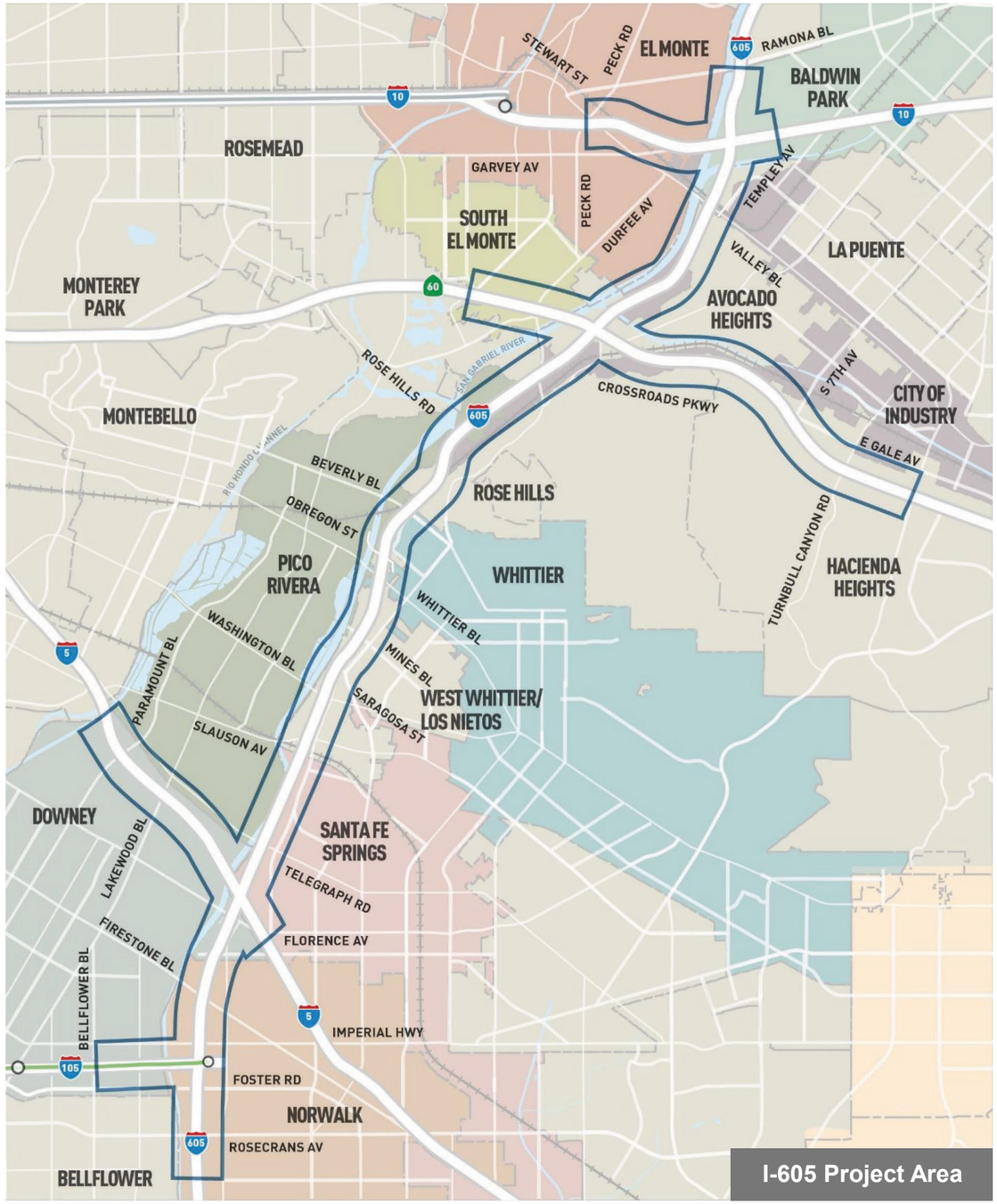
2 EXISTING CONDITIONS

Consistency with State and Regional Plans

Local municipal general plans provide the framework for land use within a given area and where future growth and development should be directed through land use designations, goals/policies and land use/zoning maps. State, regional, local and agency general plans were reviewed for relevant long-term visions and strategies for land use, transportation, and development along or near the I-605 corridor.

These plans can guide the I-605 CIP to align with local priorities like multimodal connectivity, sustainability, and equitable access to schools, parks, and hospitals. Referencing them ensures Metro integrates the I-605 CIP with existing frameworks and community-specific goals, potentially incorporating provisions like planned transit hubs or bike lanes. This allows the I-605 CIP to avoid redundancy, leverage prior investments, and address City specific needs.

The table on the following page summarizes the goals and policies included in the state and regional plans. Generally, the I-605 CIP is consistent with several goals and policies that call for improved traffic and circulation and increased multimodal options in that it would improve the existing highway infrastructure and ease congestion throughout the corridor by improving freeway operations, mobility, travel times, safety and the local and system interchange operations and connectivity.



EXISTING CONDITIONS

Consistency with State and Regional Plans

PLAN OR PROGRAM	ELEMENT OR CHAPTER	GOAL	POLICY
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Accessibility	Improve multimodal mobility and access to destinations for all users	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Economy	Support a vibrant, resilient economy	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Safety	Provide a safe and secure transportation system	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Quality of Life & Public Health	Enable Vibrant Healthy Communities	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Environment	Enhance Environmental health and reduce negative transportation impacts	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Climate	Achieve statewide GHG emission reduction targets and increase resilience to climate change.	
2024 State Transportation Improvement Program	The State Transportation Improvement Program identifies future allocations of state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements		
Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020-2045 RTP/SCS)	Goals & Guiding Principles	Improve mobility, accessibility, reliability, and travel safety for people and goods	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Adapt to a changing climate and support an integrated regional development pattern and transportation network	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Increase person and goods movement and travel choices within the transportation system	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Reduce greenhouse gas emissions and improve air quality	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Adapt to a changing climate and support an integrated regional development pattern and transportation network	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Support healthy and equitable communities	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	
2025 Federal Transportation Improvement Program	The FTIP is a 4-year program that lists all transportation projects that will be receiving federal funding in the SCAG region.		
Metro's 2010 Congestion Management Program	Annual Conformance Requirements	Implementation of the locally adopted CMP Transportation Demand Management (TDM) Ordinance	
Metro's 2010 Congestion Management Program	Annual Conformance Requirements	For all projects preparing an EIR, a regional transportation impact analysis is required to evaluate impacts of land use decisions on the CMP system	
SR-91/I-605/I-405 Congestion Hot-Spots Feasibility Report	The report was prepared to identify transportation projects that would minimize existing and projected congestion in the SR-91/I-605/ I-405 corridor		
Gateway Cities Strategic Transportation Plan	Mobility	Improve mobility	• Reduce vehicle miles traveled • Reduce vehicle hours traveled • Reduce vehicle hours of delay
Gateway Cities Strategic Transportation Plan	Mobility	Reduce congestion	Reduce delay per mile

2 EXISTING CONDITIONS

Consistency with State and Regional Plans

PLAN OR PROGRAM	ELEMENT OR CHAPTER	GOAL	POLICY
Gateway Cities Strategic Transportation Plan	Mobility	Improve travel times	Increase average vehicle speed
Gateway Cities Strategic Transportation Plan	Accessibility	Increase transit and active transportation options	Households within 0.5 mile of fixed-guideway transit
Gateway Cities Strategic Transportation Plan	Accessibility	Increase accessibility for low-income residents	• Low-income households within 0.5 mile of fixed-guideway transit • Low-income households within 0.25 mile of dedicated bikeway
Gateway Cities Strategic Transportation Plan	Safety	Reduce safety incidents and collisions	Address high-fatality and severe-injury collision locations
Gateway Cities Strategic Transportation Plan	Sustainability	Improve air quality	Reduce criteria pollutants
Gateway Cities Strategic Transportation Plan	Sustainability	Reduce greenhouse gas emissions	Greenhouse gas emissions reduced
Gateway Cities Strategic Transportation Plan	Sustainability	Increase Active Transportation	Increase bike/pedestrian trips
Metro's 2020 Long-Range Transportation Plan	Elements, Benefits & Priorities	Provide high-quality mobility options that enable people to spend less time traveling	
Metro's 2020 Long-Range Transportation Plan	Elements, Benefits & Priorities	Enhance communities and lives through mobility and access to opportunity	
Metro's 2010 Congestion Management Program	Annual Conformance Requirements	Following CMP transportation impact analysis guidelines for projects requiring an EIR as incorporated in the locally adopted CMP Land Use Analysis Program.	The geographic area examined in a transportation impact analysis must include, at a minimum, the following: all CMP arterial monitoring intersections, including freeway on- and off-ramp intersections, where a proposed project is expected to add 50 or more trips during either the weekday AM or PM peak hours (of adjacent street traffic) and mainline freeway monitoring locations where a project is expected to add 150 or more trips, in either direction, during either the weekday AM or PM peak hours.
Metro's 2023 Active Transportation Strategic Plan	Equity	Prioritized active transportation interventions in Equity Focus Communities (EFCs)	
Metro's 2023 Active Transportation Strategic Plan	Safety and Comfort	• Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts • Increased low-stress, high-quality facilities for bicycling, walking and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users • Increased opportunities to learn skills, build confidence, and enjoy bicycling, walking and rolling for community members	
Metro's 2023 Active Transportation Strategic Plan	Accessibility	Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings	
Metro's 2023 Active Transportation Strategic Plan	Connectivity	• Enhanced viability and competitiveness of multi-modal transportation options • Expanded countywide bicycle and pedestrian networks	
Metro's 2023 Active Transportation Strategic Plan	Sustainability	• Increased usage of walking and cycling for short trips • Expanded active transportation facilities in communities with the highest rates of pollution • Reduced transportation-related climate impacts	
LA County 2035 Mobility Plan	Safety First	• Roadway User Vulnerability • Complete Streets • Safe Routes to School	• Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user. • Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users. • Prioritize the safety of school children on all streets regardless of highway classifications.
LA County 2035 Mobility Plan	Access for All Angelenos	• Access for All • Transit Services • Multi-Modal Features • Regional Transit Connections	• Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes • Provide all residents…with affordable, efficient, convenient and attractive transit services • Support "first-mile, last-mile solutions" such as multi-modal transportation services… • Improve transit access and service to major regional destinations, job centers, and inter-modal facilities

2 EXISTING CONDITIONS

Existing and Planned Resources

Community facilities and services are important aspects of neighborhood identity and can be essential resources for the community. A review of the primary resources in the area such as parks and trails will determine the most significant locations where accessibility could be improved. This information will guide Metro in determining where multimodal and complete streets elements would benefit the communities most. For example, Safe Route to School and First/Last Mile improvements could be provided near schools, improving visibility, separating traffic flow and slowing the speed of travel.

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
San Gabriel River Trail	Los Angeles County Department of Parks and Recreation (LACDPR), Los Angeles County Department of Public Works (LACDPW), Los Angeles County Flood Control District (LACFCD), Southern California Edison (SCE), Southern Pacific Transportation Company, Unknown	Norwalk, Santa Fe Springs, Downey, Pico Rivera, South El Monte, El Monte	The San Gabriel River Trail (also known as the San Gabriel River Bike Path) is a regional bike path and multiuse trail that runs along the San Gabriel River from Azusa to Seal Beach. This bike path is multiuse and supports equestrian, biking, dog-walking, and hiking uses.
Foster Road Greenbelt	Norwalk and Caltrans	Foster Road at I-605	The Foster Road Greenbelt is a concrete multiuse trail that begins along the San Gabriel River (Mid) Trail and extends along Foster Road to Halcourt Avenue. The trail is landscaped and a rock dry streambed with a low pedestrian crossing. The trail is lined with park benches and is shaded.
Glazier Park	Norwalk	13200 Clarkdale Avenue	Glazier Park is approximately 1.19 acres and directly adjacent to I-605. The park includes an open green space with trees, playground, benches, basketball court, restroom facilities, and a walkway.
Unnamed Norwalk Park	Norwalk	Intersection of Excelsior Drive and Piuma Avenue	The park includes a parking lot for less than 10 vehicles, an open field with shade/trees, drinking fountain, and lighting.
New River Park	Norwalk La Mirada Unified School District	13432 Halcourt Avenue	This park is approximately 4.83 acres. The park includes an open green space with trees, a playground, a walkway, a barbecue pit, and restroom facilities.
Westside Park/Robert White Park	Norwalk	12120 Hoxie Avenue	This park is approximately 4.78 acres. The park features include an open green space with trees, basketball courts, benches, a playground, and a parking lot.
Lakeside Park	Norwalk	11620 Studebaker Road	Lakeside Park is approximately 4.04 acres. It has an open grass field with benches, two baseball fields, walkways, restroom facilities, and a playground.
Lake Center Athletic Park	Santa Fe Springs	11641 Florence Avenue	Lake Center Athletic Park is approximately 17.21 acres. The park includes a green space, walkways, baseball/softball fields, playing fields, and a parking lot.
Prescott Park	Santa Fe Springs	10529 Longworth Avenue	Prescott Park includes a green space with trees, benches, swings, and a playground.
Lakeview Park	Santa Fe Springs	10225 South Jersey Avenue	Lakeview Park is approximately 5.84 acres. The park includes a green space with trees, walkways, picnic areas, baseball/softball fields, basketball courts, handball courts, playing fields, a playground, and a wading pool.
Santa Fe Springs Community Garden	Santa Fe Springs	10211 Pioneer Boulevard	The park is located within the Santa Fe Springs Civic Center. The garden includes a tool shed, bathroom, barbecue, sink, and picnic area.
Soaring Dreams Plaza	Santa Fe Springs	11740 East Telegraph Road	The park is approximately 1.95 acres in size. The park includes a green space, walkways, and benches.
Davenrich Parkette / Longworth Parkette	Santa Fe Springs	Davenrich Street at Longworth Avenue and at Elgrace Avenue	The park includes two small green spaces that cover approximately 0.21 acre. The parkettes include a grassy area, picnic table, playground and park benches.
Santa Fe Springs Park	Santa Fe Springs, LACFCD, and Private Owners	10068 Cedardale Drive	Santa Fe Springs Park is approximately 9.08 acres. The park includes a green space, walkways, picnic areas with barbecue pits, baseball/softball fields, basketball courts, handball courts, playing fields, a playground, and a wading pool.

2 EXISTING CONDITIONS

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
Bradwell Parkette	Santa Fe Springs	Adjacent to the north of 9499 Bradwell Avenue	Bradwell Parkette is a 0.23-acre park. The recreational area includes a playground, with a jungle gym, a park bench, and swings.
Los Nietos Park	Santa Fe Springs	11143 Charlesworth Road	Los Nietos Park is approximately 11.79 acres. The park includes a green space with trees, walkways, formal picnic area, baseball/softball fields, basketball courts, handball courts, playing fields, playgrounds, and wading pools.
Santa Fe Springs Aquatic Center	Santa Fe Springs	10145 Pioneer Boulevard	This facility is an outdoor aquatic facility. The facility includes a pool with a depth of 7 feet, diving boards, restrooms, and seating areas.
The Club Youth Lounge	Santa Fe Springs	11740 Telegraph Road	The Club Youth Lounge is a youth lounge that provides after-school activities in a safe environment located at Town Center Hall.
Santa Fe Springs Activity Center	Santa Fe Springs	11155 Charlesworth Road	The Santa Fe Springs Activity Center includes a cardio and weight training area, two indoor racquetball courts, boxing training area, indoor basketball courts, and locker rooms.
Santa Fe Springs Athletic Fields	Santa Fe Springs	9730 Pioneer Boulevard	The Santa Fe Springs Athletic Fields are directly south of the Santa Fe Springs Activity Center. The facilities include baseball and softball fields, playing fields, and a playground.
Rio Hondo River Trail	LACFCD and State of California	Downey	The Rio Hondo River Trail is approximately 17 miles in length. Approaching I-5 from the south, the trail is a paved bicycle trail that traverses the west side of the Rio Hondo River and a paved equestrian trail along the west side of the river.
Independence Park	Downey	12334 Bellflower Boulevard	This park is approximately 9.25 acres. The park has an open green space with trees, walkways, benches, baseball fields, a playground, tennis courts, skate park, and restrooms.
Rio San Gabriel Park	Downey	9612 Ardine Street	This park is approximately 16.58 acres. The park has an open green space with trees, walkways, benches, baseball diamonds, a basketball court, picnic area, playground, dog park, and restrooms.
Wilderness Park	Downey, LACFCD, and SCE	10999 Little Lake Road	This park is approximately 18.45 acres. The park contains two lakes, walking and jogging trails, picnic tables and open green space.
Dennis the Menace Park	Downey	9125 Arrington Avenue	This park is approximately 5.77 acres. The park includes barbecues, benches, a community building, drinking fountains and open green space.
Treasure Island Park	Downey	9300 S Bluff Road	This park is approximately 3.72 acres. The park includes an open green space with a walkway, trees, picnic tables, and a playground.
Veterans Memorial Park	Commerce	6364 Zindell Avenue	This park is approximately 9.73 acres. The park includes a baseball field, basketball field, volleyball courts, and a kids' wading pool.
Columbia Memorial Space Center and Discovery Sports Complex	Downey	12400 Columbia Way	Discovery Sports Complex is approximately 8.65 acres. The park includes open green space with trees, walkways, baseball fields, playing fields, and restrooms.
Whittier Greenbelt Trail	Whittier	Pioneer Boulevard and Flora Drive	This is a 4.7-mile (approximate) trail. The trail is accessible for wheelchairs, bicyclists, inline skating, and pedestrians.
San Gabriel Spreading Grounds Trail	LACFCD	Along the western bank of the San Gabriel River, between Washington Boulevard and Whittier Boulevard in the City of Pico Rivera	This is a 2.77-mile (approximate) multiuse trail, surrounded by open space. Uses of this trail include bike riding, horseback riding, walking, and hiking.
Proposed Equestrian Trail 1 (planned)	Pico Rivera	Pico Rivera	The City of Pico Rivera plans to implement a trail for equestrian use along San Gabriel River Parkway and Springland Drive.
Pico Rivera Equestrian Trail	Pico Rivera	The trail goes around the San Gabriel River Trail in the City of Pico Rivera	This is a 3.45-mile (approximate) trail. The trail primarily serves as an equestrian trail, but can also be used for cycling, walking, or jogging.
Pico Rivera Municipal Golf Course	Pico Rivera	3260 Fairway Drive	Pico Rivera Municipal Golf Course is a 9-hole executive course. The golf club features a covered driving range, two putting greens, pro-shop, café, and banquet facilities.
Obregon Park	Pico Rivera	3298 Sandoval Avenue	Obregon Park is a neighborhood park measuring less than one acre. The park includes open green spaces, with trees, benches, and a walking path.
Riverview Park	Bellflower	10510 Somerset Boulevard	Riverview Park is approximately 16.2 acres. The park includes green space, bike trail, walking path, a California native plant demonstration garden, and a parking lot.

2 EXISTING CONDITIONS

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
Byron Zinn Park	Bellflower	10350 Foster Road	The Byron Zinn Park is approximately 3.1 acres. The park includes open green space with trees, benches, and a walking path.
T Mayne Thompson Park	Bellflower	14001 Bellflower Boulevard	This park is approximately 12.87 acres. The park includes open green space with trees, benches, a walking path, picnic area, indoor/outdoor swimming pools, softball fields, full-court gymnasium, playground and barbecues. The park houses the Bellflower Aquatic Center.
Rivera Park	Pico Rivera	9530 Shade Lane	Rivera Park is approximately 15.04 acres. The park includes an open green space with walking paths, an indoor gymnasium, a multipurpose auditorium, playground, drinking fountains, benches, picnic area with barbecues, sports fields, batting cages, and restrooms.
Whittier Boulevard Greenbelt	Whittier	10709 Whittier Boulevard	Whittier Boulevard Greenbelt includes a 0.2-mile strip of green space along Whittier Boulevard northwest of Norwalk Boulevard.
Pío Pico State Historic Park	California State Parks (located in Whittier)	6003 Pioneer Boulevard	Pío Pico State Historic Park is approximately 5 acres. The historical site offers guided tours, interpretive exhibits, and family programs. The park also includes restrooms, water fountains, and a parking lot.
Guirado Park	Whittier Area Chamber of Commerce	5760 Pioneer Boulevard	Guirado Park is approximately 3.3 acres. The facility includes an open green space, benches, picnic tables, barbecues, restrooms, a playground and sports fields.
Amigo County Park	LACDPR (located in West Whittier-Los Nietos)	5700 Juarez Avenue	Amigo County Park is approximately 4.13 acres. The park has an open green space with sports fields, playground, community center, picnic tables, barbecues, picnic shelters, and restrooms.
Veterans and Ladies Auxiliary Park	Pico Rivera	9325 Garth Gardner Lane	A 0.7-acre Neighborhood Park with playground equipment and seating benches.
Pico Park	Pico Rivera	9528 Beverly Boulevard	Pico Park is approximately 17 acres. The park includes an open greenspace with facilities, which include an indoor auditorium, sports fields, and walking paths.
Sycamore Canyon Open Space	City of Whittier (managed by the Puente Hills Habitat Preservation Authority) (located in North Whittier)	5020 Workman Mill Road	Sycamore Canyon is located approximately 0.35 mile east of I-605. The preserve includes hiking trails and other passive recreation.
Puente Hills Landfill Park (planned)	LACDPR	Puente Hills Landfill	The Puente Hills Landfill Park Master Plan is a long range master plan to develop a portion of what was formerly the largest landfill in the western United States into a regional park, providing recreation and open space for County of Los Angeles residents.
Pico Rivera Sports Arena and Bicentennial Park	U.S. Army Corps of Engineers (long term lease with the City of Pico Rivera)	11003 Rooks Road (located in Pico Rivera)	Pico Rivera Sports Arena and Bicentennial Park includes approximately 60 acres of open space. The park area supports the Pico Rivera Sports Arena. The open space area includes trees and benches and is most commonly used to hold outdoor concerts.
Mines Avenue and Dunlap Crossing Road- Class I Bike Path (planned)	Pico Rivera	Over the San Gabriel River from Mines Avenue to Dunlap Crossing Road	The City of Pico Rivera is currently securing grant funding from the Active Transportation Program and Urban Greening to start the project, and conceptual plans have been developed.
Bellflower Aquatic Center	Bellflower	14001 Bellflower Boulevard	The Bellflower Aquatic Center includes a weight room and a large indoor/outdoor pool.
Formalization of Equestrian in channel trail crossing	Watershed Conservation Authority	Whittier Narrows	Formalization of Equestrian in channel trail crossing is a project planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*.
Rio Hondo San Gabriel River Trail Connector	Los Angeles County	Whittier Narrows	This is a 1.46-mile trail that connects the Rio Hondo River Trail to the San Gabriel River Trail.
San Gabriel River Eastern Bank Trail	LACDPR	I-605 and Valley Boulevard Intersection	This is a multiuse trail approximately 4 miles long that provides a connection to the San Gabriel River Trail.
Class I Bike Path through Lario Creek to Legg Lake (planned)	Watershed Conservation Authority	Whittier Narrows	A Class I Bike Path was constructed through Lario Creek as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*.
Hardened Pedestrian Path adjacent to Equestrian Trail from Peck Road to Horseman's Park (planned)	Watershed Conservation Authority	Whittier Narrows	This is a project planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan.* This project will provide an improved network of linear greenways, parks, and multiuse trails.
Schabarum-Skyline Trail	LACDPR, SCE, and Union Pacific Railroad	Industry	Schabarum-Skyline Trail is 29.94 miles in total. The trail supports equestrian, biking, dog-walking, and hiking uses.

2 EXISTING CONDITIONS

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
Lario Creek Multi-Use Trail	Watershed Conservation Authority	Whittier Narrows	Lario Creek Multi-Use Trail was constructed as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan.*
Metrolink Right-of-Way Bike Path (planned)	Los Angeles County	South El Monte	The Metrolink Right of Way Bike Path is planned as part of the San Gabriel Valley Regional Bicycle Master Plan.
San Jose Creek Trail	LACDPR	Industry	The San Jose Creek Trail is 2.6 miles in length, extending from I-605 to 7th Avenue. This trail supports equestrian, biking, dog-walking, and hiking.
Extension of the San Jose Creek Bike Trail to the San Gabriel River Bicycle Trail (planned)	Watershed Conservation Authority	Industry, Avocado Heights	This trail was planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*. The 2.6-mile trail connects users to the San Gabriel River Eastern Bank trail
Avocado Heights Trail	LACDPR	Trailhead is located at the Larkport Avenue and 4th Avenue Intersection	Avocado Heights Trail is approximately 3.60 miles long. The trail supports equestrian, biking, dog-walking, and hiking uses.
Equestrian Trail (planned)	Watershed Conservation Authority	Avocado Heights	Equestrian Trail was planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*. The trail would be ideal for equestrian use, but also friendly to use for biking, hiking, and dog-walking.
California Country Club	Investor-owned private club	1509 Workman Mill Road (located in the City of Industry, but has a Whittier address)	The California Country Club facility includes a 6,804-yard course. The club has a pro shop and café on site and offers clinics and playing lessons.
Whittier Narrows Equestrian Center	LACDPR	12191 Rooks Road (located in Whittier Narrows)	Whittier Narrows Equestrian Center offers rental horse boarding and corral facilities.
Blackwill Equestrian Park	Los Angeles County	10149 Rooks Road	Blackwill Equestrian Park is an 8.4 acre facility features two arenas, horse drinkers and ties, and picnic tables.
Thienes Gateway Park	South El Monte	Thienes Avenue and San Gabriel Valley River	Thienes Gateway Park is located on Thienes Avenue, near the San Gabriel River Trail. The pocket park includes an open green space with a paved walkway.
The Duck Farm River Park (planned)	Watershed Conservation Authority and Los Angeles Department of Water and Power (LACFCD has jurisdiction over a portion of the planned park)	255 San Fidel Avenue	The Duck Farm River Park, a planned project part of the Emerald Necklace, extends along a 1-mile stretch east of the San Gabriel River. The Duck Farm River Park project is approximately 31 acres. The park will include a 1.5-mile trail loop, river outlook, a demonstration garden, interpretive stations, and picnic areas.
San Angelo Park	LACDPR	245 South San Angelo Avenue (located in Avocado Heights)	San Angelo Park is approximately 8.66 acres. The park includes green space, sports fields, playground, community center, fitness zones, picnic tables, restrooms, splashpads and after-school programs.
Whittier Narrows Recreation Area	LACDPR	750 Santa Anita Avenue	Whittier Narrows Recreation Center is a 1.49 acre park. The facility includes baseball fields, children's' playground, fitness zones, picnic tables, restrooms, soccer fields, barbecues, BMX track, boat rentals/boating areas, civic arts, community garden, community center, disc golf courses, equestrian center/trails/staging areas, and fishing lakes.
Shiveley Park	South El Monte	1431 North Central Avenue	Shiveley Park is approximately 5.68 acres. The park includes open green space with trees, sports courts and a playground.
South El Monte Skate Park	South El Monte	1530 Central Avenue	The South El Monte Skate Park is a public skate park.
New Temple Park	South El Monte	1450 Lidcombe Avenue	New Temple Park is approximately 5.68 acres. The park has an open green space with trees, basketball courts, baseball courts, playground, and restrooms.
Whittier Narrows Nature Center	LACDPW and U.S. Army Corps of Engineers	1000 Durfee Avenue (located in Whittier Narrows)	The nature center supports hiking, walking, seasonal events, photography, bird watching, naturalists' docent trainings, Junior Ranger Programs, and nature day camps.
San Jose Creek Overlook	Los Angeles County	Workman Mill Rd and Lacewood Drive	The San Jose Creek Overlook is a 2.98-acre site. The overlook runs parallel to the San Jose Creek multiuse trail.
Equestrian Park and Staging (planned)	Watershed Conservation Authority	Avocado Heights	Equestrian Park and Staging was planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*. The park includes an equestrian facility.
Los Robles County Park	Los Angeles County	14906 Los Robles Avenue (located in Hacienda Heights)	Los Robles County Park is approximately 5 acres. The park includes a green space with basketball courts, a playground, restrooms, barbecues, a group picnic shelter, outdoor stages, picnic tables, and splashpads.
Manzanita Park	LACDPR	1747 Kwis Avenue (located in Hacienda Heights)	Manzanita Park is approximately 12.12 acres. The park has a green space that includes sports fields, a playground, a community center, group picnic shelters, picnic tables and restrooms.

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
South El Monte Aquatic Center	El Monte	1500 Central Avenue	South El Monte Aquatic Center is an outdoor aquatic center that offers recreational swimming, lap swimming, swimming lessons, and swim team.
South El Monte Community Center	El Monte	1530 Central Avenue	The South El Monte Community Center includes a gymnasium, sports courts, and a senior center.
Hacienda Heights Community Center	Hacienda La Puente Unified School District	1234 Valencia Avenue	Hacienda Heights Community Center includes open space, a recreation center, a jungle gym, a basketball court, walking trails, fitness stations, and picnic tables.
Walnut Creek Bike Path (planned)	Watershed Conservation Authority	Baldwin Park	Walnut Creek Bike Path is a planned trail connection between the planned Duck Farm and the Walnut Creek Nature Center via Walnut Creek Trail.
Caltrans Right-of-Way Open Space and Trail (planned)	Caltrans	Baldwin Park	The San Gabriel River Corridor Master Plan identifies an open space and recreational trail.
Tony Arceo Memorial Park	El Monte	3125 Tyler Avenue	Tony Arceo Memorial Park is approximately 3.39 acres. The park includes an open green space with walkways, trees, picnic tables, playground, and restrooms.
Zamora Park	El Monte	3820 Penn Mar Avenue	Zamora Park is approximately 4.48 acres. The park includes green space, picnic tables, basketball courts, playground, community center, and restrooms.
Barnes Park	Baldwin Park	3251 Patritti Avenue	Barnes Park is approximately 6.57 acres. The park includes green space, barbecues, basketball courts, picnic shelters, a playground, splashpad, athletic field, and fitness zone.
Walnut Creek Nature Park	Baldwin Park	701 Frazier Street	Walnut Creek Nature Park is approximately 4.56 acres. The park includes green space with trees, benches, restrooms, and a playground.
Roadside Park	Baldwin Park	Dalewood Street and Leorita Street	Roadside Park includes a sliver of green space.
Unnamed City Park	El Monte	San Gabriel River Trail and Ramona Boulevard	The unnamed city park is 0.24 acre (approximate). The park includes trees and a grassy area.
El Monte Community Center	El Monte	3130 Tyler Avenue	The El Monte Community Center is a community facility open to the public for events and meetings. Numerous schools, community organizations, county agencies, and nonprofit organizations use the facility center.
Jack Crippen Multipurpose Senior Center	El Monte	3120 Tyler Avenue	The Jack Crippen Multipurpose Senior Center offers nutritional programs, clubs, and social services. The facility includes a gymnasium, television room, computer room, and a billiards room.
El Monte Aquatic Center	El Monte	11001 Mildred Street El Monte	The El Monte Aquatic Center includes an outdoor swimming facility with a pool and waterslide and an indoor swimming pool with diving boards.
Taiwanese American Affiliated	Private	3711 Cogswell Road	Taiwanese American Affiliated is a cultural senior citizens center.

Sources: GPA 2020

LACDPR = Los Angeles County Department of Parks and Recreation; LACDPW = Los Angeles County Department of Public Works; LACFCD = Los Angeles County Flood Control District; SCE = Southern California Edison; I-105 = Interstate 105; I-605 = Interstate 605; I-5 = Interstate 5; SR-60 = State Route 60

2 EXISTING CONDITIONS

Demographics and Equity

Regional population characteristics, housing characteristics, and neighborhoods contribute to the discussion of population and housing. An important aspect of community character is community cohesion. Community cohesion is defined as the degree in which residents have a sense of belonging to their neighborhood, a level of commitment of the residents to their community, or a strong attachment to neighbors, groups, and institutions, usually due to continued association over time. Communities that surround the I-605 corridor generally exhibit characteristics of high community cohesion and strong community character.

Communities, including all cities, surrounding the project area are predominantly composed of individuals who self-identity as Hispanic or Latino. In addition, several surrounding communities include Asian populations or Black/African American populations that are meaningfully greater than that of Los Angeles County. All the cities and unincorporated communities within the project study area had a minority population greater than 50 percent of the total population. Some groups within the study area contain populations who qualify as low-income and are below the very low-income threshold.

The primary land uses in the project study area includes residential (single and multi-family housing) and commercial businesses. Freeways in the I-605 corridor provides access for residents and commuters to these local entities. The I-605 corridor is expected to continue being a primary transportation route for the region. Although, most people in the project study area work in the city/county where they reside, automobiles are the preferred method of transportation. Most residents commute an average of 30 minutes for work, relying on these freeways (I-605, I-105, I-5, SR-60, and I-10) to meet their transportation needs.

Primary Journey to Work for the Region

(2018 – 2022 ACS)

76% Drove Alone	**12%** Carpooled	**3%** Took Public Transportation	**2%** Took a Bus or Trolley Bus	**0%** Took Light Rail or Streetcar
0% Took a Subway or Elevated	**0%** Took a Long-Distance Train	**0%** Bicycled	**1%** Walked	**7%** Worked at Home

Source: American Community Survey, US Census

The I-605 corridor has a high percentage of single passenger vehicles and heavy -duty commercial truck traffic for goods movement, given I-605 is considered a freight corridor. While the primary modal choice in the corridor is currently single-occupancy vehicle use, prioritizing pedestrian, bicycle and transit modes could increase the desirability of alternative transportation. It is also important to consider that modal choice may be driven by the lack of infrastructure supporting specific options. Metro's Multimodal and Complete Streets Framework focuses on providing safe roadway access to all modes and users, contributing to healthier, more equitable communities.

3 LOCAL CONTEXT

Project Overview

I-605, also known as the San Gabriel Freeway, is a major north-south interstate highway in the greater Los Angeles area of Southern California. The I-605 CIP study area includes the portion of I-605 approximately 1.5 miles south of the I-105 interchange (at Fairton Street) to approximately 0.5 mile north of the I-10 interchange, approximately 15 miles along I-605, and includes portions of the cities of Baldwin Park, Downey, El Monte, Industry, Norwalk, Pico Rivera, Santa Fe Springs, South El Monte, and Whittier, as well as unincorporated areas of Los Angeles County. At the freeway-to-freeway interchanges, the project study area also extends west and east of the I-605 mainline; from Bellflower Boulevard to Studebaker Road on I-105, one mile south of Florence Avenue to the Rio Hondo Channel on Interstate 5 (I-5), from Santa Anita Avenue to 0.5 mile east of the Turnball Canyon Road undercrossing on SR-60, and from Peck Road to the Amar Road overcrossing on I-10.

I-605 is considered an integral part of Southern California's freeway network, providing connections to urban centers in Los Angeles, Orange, Riverside, and San Bernardino counties. Multimodal travel allows users to increase their travel options while reducing Vehicle Miles Traveled (VMT), greenhouse gas emissions and congestion on the state highway system. Prioritizing alternative modes of transportation improves the livability, health and equity of nearby communities. The following will be evaluated to improve the reliability of pedestrian, bicycle and transit users throughout the corridor.

Metro's I-605 CIP Goals:

- ***Improve operations and safety***
- ***Enhance mobility and regional connectivity***
- ***Increasing person throughput via carpooling, transit and multimodal use***
- ***Avoid residential displacements by accommodating the design mostly within the Caltrans-owned right of way (ROW).***



3 LOCAL CONTEXT

Transit & Bus Service

Public transportation service is provided by Metro and various city operated transit lines, as noted below. Metro provides both local and rapid bus service as well as light rail service and commuter rail, in the project study area. Many of the bus and rail routes within the project study area cross or intersect with the freeways included in the project. Transit is an important component in providing mobility and modal options for the public, particularly households with limited to no access to autos.

Service	Line	Route
Metro Bus	**577**	E/W along I-10 from Santa Anita Ave to I-605
		N/S I-605 from I-10 to Imperial Ave
Metro Rail	**Green "C" Line**	N/W from Norwalk to Aviation/Century in Los Angeles, additional final stop at LAX/Metro Transit Center
		S/E from Aviation/Century in Los Angeles until the planned LAX travel stations is finished, in Norwalk
Foothill Transit	**Silver Streak**	E/W along I-10 throughout Project Limits
	274	N/S along Workman Mill (East of I-605) from Beverly Blvd to San Bernardino Ave (North of I-10)
	282	E/W along Valley Blvd (East of I-605)
	194	E/W along Valley Blvd (East of I-605)
	178	E/W along Valley Blvd (North of I-10)
Montebello Bus Lines	**50**	E/W along Washington Ave
	60	E/W along Whittier Blvd
	40	E/W along Beverly Blvd
Norwalk Transit	**1**	N/W along Norwalk Blvd to Worman Mill (East of I-605)
	7	N/W along Worman Mill to Peck Rd (North of I-10)

Bicycle Lanes

Los Angeles County recently released a 2025 Bicycle Master Plan. The plan will be reviewed to determine if planned bicycle facilities can be incorporated into the Project. Many cities also have specific bicycle plans that have been developed, which will be reviewed for planned bike routes. The San Gabriel River Trail and the Whittier Greenway are two primary bike paths in the region. The bicycle network will be assessed for connectivity and connecting bike routes and public transportation that accommodates bicycles, like bus and rail. Information on bicycle safety will also be examined by gathering collision reports and making safety modifications at high crash areas.

Park and Ride Locations

Park & Ride lots allow users to increase their travel options for the ride share community on the state highway system. Considerations could be made to improve the existing Park & Ride lots including adding electric vehicle charging stations, bike share programs or ADA upgrades. Table 2 notes the existing Park & Ride lots within the Project limits:

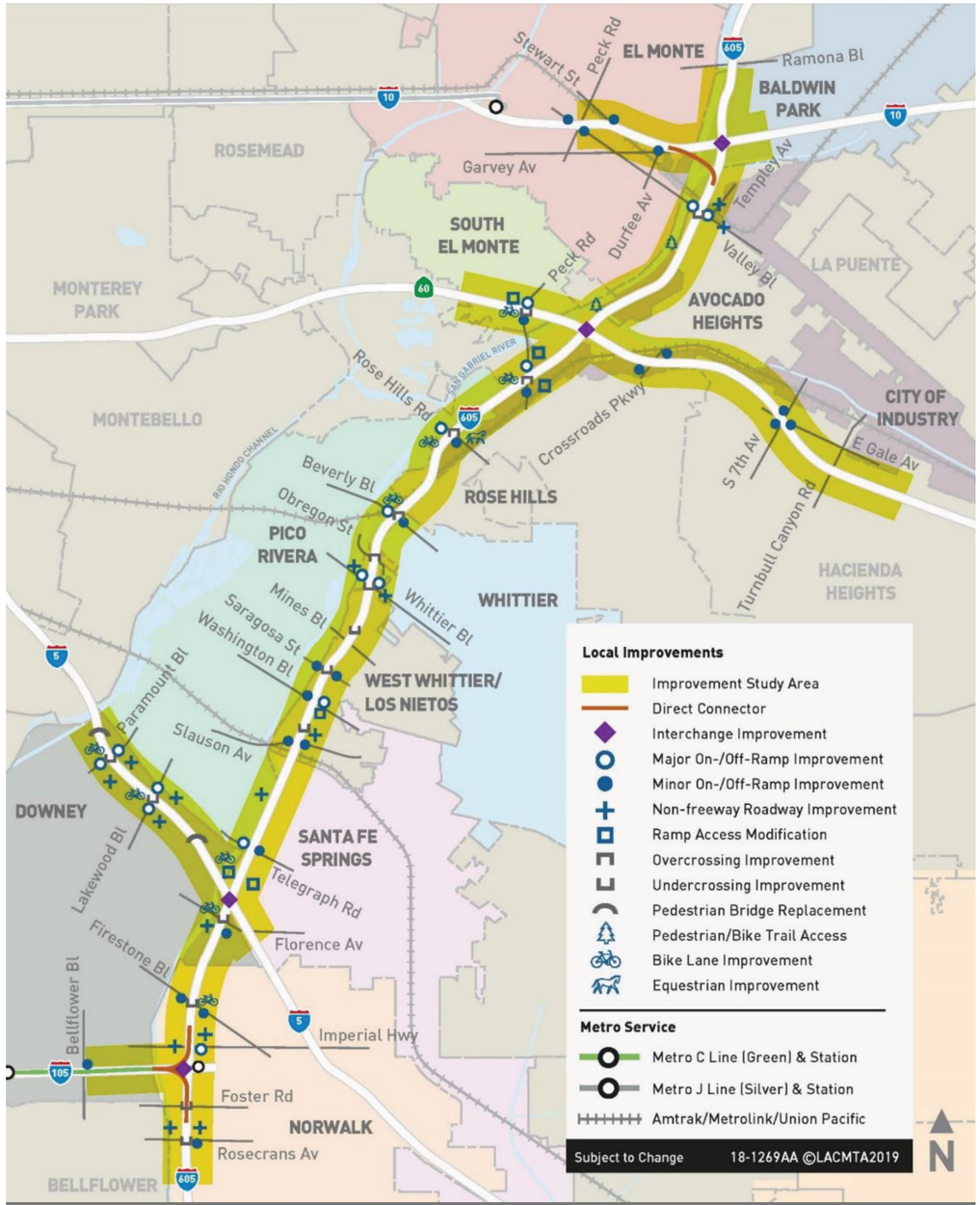
Address	Location Details
12901 Hoxie Ave, Norwalk	East of I-605, near I-605/I-105 system Interchange
1000 Durfee Ave, Whittier	South of SR-60 near Santa Anita Ave & Durfee Ave
3501 Santa Anita Ave, El Monte	North of I-10 at Santa Anita Ave & Ramona Blvd
10925 Railroad St, El Monte	North of I-10 at Valley Blvd and Railroad St

3 LOCAL CONTEXT

Multimodal and Complete Streets Improvement Opportunities

The team has identified existing deficiencies and prepared a preliminary list of improvement opportunities in the Multimodal and Complete Street Element List (Attachment A). The improvements will continue to be refined through stakeholder and community coordination. Areas with the highest need for improvement based on current assessments will be identified and proactive mitigation strategies will be used to identify multimodal and complete streets improvement opportunities.

Existing Deficiencies:		
Inadequate sidewalk width or discontinuous sidewalks	Inadequate or irregular public transit schedules and stops	Lack of tree cover or shade for pedestrian pathways
Lack of ADA-compliant ramps, crosswalks, or bus stops	Unsafe or insufficient features at transit stops	Insufficient parking or loading zones for multimodal access
Poor bicycle lane connectivity or absence of designated bike lanes	Narrow or obstructed travel lanes for multimodal use	Limited accessibility features for individuals with disabilities
Insufficient lighting or signage for pedestrian and cyclist safety	Absence of traffic calming measures (e.g., speed bumps, roundabouts)	Inadequate separation between vehicular and non-motorized traffic
High incidence of bicycle and pedestrian crash locations	Poor drainage or flooding issues affecting walkability	Improved and additional park and rides



Preliminary Local Improvements within the I-605 CIP Project

3 LOCAL CONTEXT

Coordination with Planned Ongoing Projects

Numerous agencies and jurisdictions along the corridor have prioritized multimodal enhancements, which the I-605 CIP will align with to ensure regional consistency and support broader transportation goals. A review of planned and ongoing initiatives will help identify opportunities for the I-605 CIP to advance and complement established multimodal priorities.

PROJECT NAME	LEAD AGENCY	LOCATION	PROJECT DESCRIPTION	STATUS
California High Speed Rail Los Angeles to Anaheim Project Section	California High-Speed Rail Authority and Federal Railroad Administration	30-mile corridor between Los Angeles Union Station and the Anaheim Regional Transportation Intermodal Center	The project would enhance an existing 30-mile rail corridor with high speed rail capabilities using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.	The project is in the environmental analysis phase. Construction is anticipated to be completed in 2029. LOSSAN crosses the I-605 CIP just south of Slauson Avenue and would be accommodated in the I-605 CIP design.
Eastside Transit Corridor Phase 2 Project	Metro	From Atlantic Boulevard/Pomona Boulevard in East Los Angeles, possibly along SR-60 to the SR-60/Peck Road interchange	The project would extend the existing Metro Gold Line from its current terminus at Atlantic Boulevard/Pomona Boulevard in East Los Angeles, possibly along Washington Blvd.	The project is in the environmental analysis phase. Construction is anticipated to be completed between the year 2035 and 2037. The I-605 CIP would account for the proposed elevated rail structure and station at Washington Blvd.
Caltrans Class I Bicycle Trail	Caltrans	From the San Gabriel River to Flatbush Avenue in the City of Norwalk	This bicycle trail is intended to provide a connection between the San Gabriel River Trail, the Park and Ride facilities, and the Metro Green Line Norwalk Station.	The project is in the final design phase.
Rancho South Campus	City of Downey	7601 East Imperial Highway in the City of Downey	The project includes new County facilities (three new County administrative buildings) and a community sports complex with multiple playing fields, lighting, restrooms and parking.	The environmental phase of the Project was completed in 2020. Construction is anticipated to be completed in the year 2028.
Puente Hills Landfill Park	Los Angeles County Department of Parks and Recreation	Circle Drive in the City of Whittier	The project includes the development of a portion of what was formerly the largest landfill in the western United States into a regional park, providing recreation and open space for the greater Los Angeles area.	The Puente Hills Landfill Park Master Plan and Environmental Impact Report were adopted in 2016. Construction was expected to begin in 2018. Construction would be divided into three phases, with completion of Phase 1 in 2021 and completion of Phase 3 around 2050.
San Jose Bike Path: Multiuse Trail and Bridge Connections	Los Angeles County Department of Public Works	Near where I-605 crosses over San Jose Creek	The project is part of the Emerald Necklace (Phase 1 – Project 10). The project would include a paved multiuse trail and two bridge connections—one to provide north and south connections from the southern bank of San Jose Creek, and one to provide an east and west connection across San Gabriel River to the San Gabriel River Trial. Eventually, the trail will be extended as part of the Emerald Necklace and will provide connections to the proposed Duck Farm River Park.	Construction is unknown and no funding has been secured as of yet; however, this is considered a top priority project for Los Angeles County Public Works.
River Park	Watershed Conservation Authority	255 San Fidel Avenue in the City of La Puente	The project is part of the Emerald Necklace and will include demonstration gardens, a public rest area with benches, picnic areas, parking, an outdoor classroom and amphitheater, an overlook of the San Gabriel River, and a horse trail that would connect to an existing equestrian center.	Funding for construction has been secured. Construction scheduled to begin in 2019.
Walnut Creek Bike Path	City of Baldwin Park	701 Frazier Street in the City of Baldwin Park	The bike path would extend from Walnut Creek Nature Park to the San Gabriel River along an existing maintenance road used by Los Angeles County.	The City of Baldwin Park has already received funding and is currently seeking approvals from Los Angeles County on the bike path plans. The bike path is anticipated to be built by the end of 2020.
Transit Feasibility Study	San Gabriel Valley COG	San Gabriel Valley	Provide enhanced transit services with higher frequencies, faster service and greater connectivity through the Valley.	Initiated in July 2021, Phase 1 created an initial feasibility analysis and draft Vision Plan. Phase 2 was initiated in Oct 2022 and concluded in December 2023, focusing on refinement and design and an updated Vision Plan with a phased implementation strategy.
Pico Rivera Rail Station Feasibility Study	Metro	City of Pico Rivera	The study will evaluate the opportunity to add a new passenger station to the commuter rail and intercity rail system between the existing Norwalk/Santa Fe Springs Metrolink Station in Norwalk and the Commerce Metrolink Station in Commerce.	Concluding in spring 2025, the study includes site selection, community outreach, and a basic design. It will assess mobility, economic benefits, feasibility, operations, and environmental impacts for the new station.
South East Gateway Line	Metro	Central Los Angeles, Gateway Cities	Metro plans for a new light rail transit (LRT) line to southeast LA County, providing alternatives to driving and creating more access to opportunity.	Metro received CEQA certification in April 2024 and in October 2024 received funding from CalSTA's TIRCP program.

4 STAKEHOLDER OUTREACH APPROACH

List of Stakeholders

The key stakeholders for the I-605 CIP are summarized below. This table includes stakeholder names, their roles or interests, and their potential influence or contributions to the Project, focusing on the multimodal and complete streets goals.

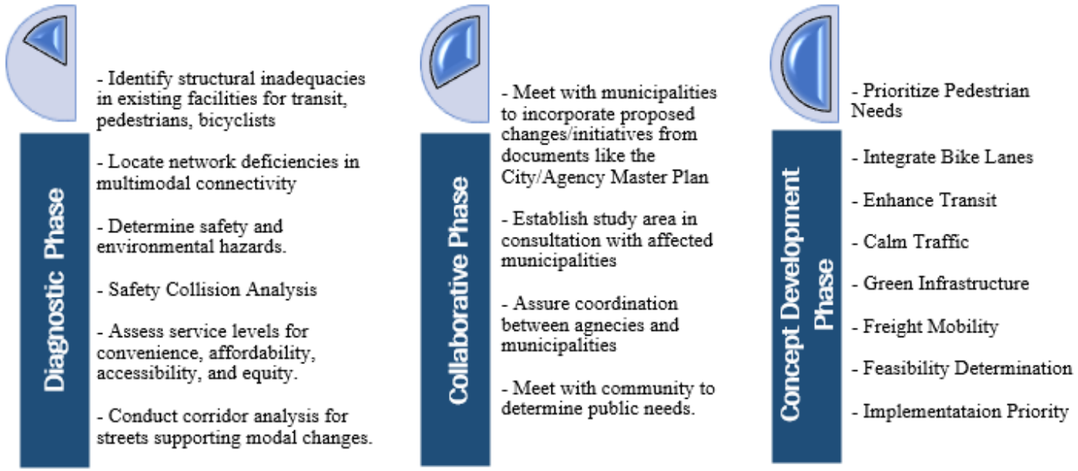
Stakeholder	Role/Interest	Influence/Contribution
Metro	Lead agency overseeing project planning, funding, and implementation	Drives project vision, secures funding, sets multimodal and sustainability goals
Caltrans	State transportation authority, project partner	Provides technical expertise, manages freeway infrastructure, ensures state compliance
Gateway Cities Council of Governments	Regional coalition of cities along I-605 corridor	Advocates for local needs, facilitates community input, aligns project with regional plans
San Gabriel Valley Council of Governments	Regional body representing San Gabriel Valley communities	Ensures equitable benefits for member cities, supports multimodal enhancements
Local Jurisdictions (e.g., Los Angeles County, Downey, Pico Rivera, Norwalk)	Cities, including Los Angeles County, impacted by I-605 CIP	Shapes local street improvements, ensures pedestrian/bike access to schools, parks, hospitals
Community Groups/Residents	Residents and advocacy organizations along the corridor	Provides feedback (e.g., opposed home demolitions in 2020), pushes for equity and safety
Environmental Advocates	Groups focused on sustainability and air quality	Influences zero-emission vehicle adoption, supports 79% emissions reduction goal by 2030

Stakeholder Meetings and Approach

Engaging with these key stakeholders through focus meetings is essential to aligning the I-605 CIP with Metro's Multimodal and Complete Streets objectives, ensuring the Project addresses safety, accessibility, equity, and sustainability. Each stakeholder brings unique perspectives, resources, and influence that must be harnessed to navigate the project's complexities and secure broad support.

The approach to the stakeholder meetings would be to hold focus meetings to provide an update on the I-605 CIP and its objectives moving forward. The team would plan to present the current multimodal elements that are included in the Project and what additional elements could be included based on the stakeholders' current general plan and goals. This will allow the cities and agencies to provide feedback and be included in the decision-making process.

The team will adopt a structured three-step process, to identify transportation concepts that could benefit communities comprising of diagnostic, collaborative and preliminary concept development phases, as detailed below.



5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Multimodal Toolbox

The following component includes the toolbox of specific designs to accommodate multimodal elements into the project, in order of: bicycles, pedestrians, transit, corridor enhancements, interchange improvements and aesthetics. Moreover, all features will be designed with an eye to how the feature is integrated into the corridor and how well it connects to other corridors.

Bicycle Toolbox



Class I Shared Use Path

A completely separated facility for the exclusive use of bicycles and pedestrians.

Corridor Opportunity Examples: Whittier Greenway connection to San Gabriel River; San Gabriel River Bicycle Path to Workman Mill Ave.



Class II Bicycle Lanes

A striped or buffered lane for one-way bicycle travel on a street or highway.

Corridor Opportunity Examples: Approximately 15 planned Class II Bike Lanes in corridor cities including Whittier, Norwalk, Downey, El Monte and others.



Class III Bicycle Routes

Shared travel lanes between bicycles and vehicles, suited to roads with low speed and volume.

Corridor Opportunity Examples: Approximately 5 planned Class III Bike Lanes in corridor cities including Downey, Whittier and others.



Class IV Separated Bikeways

Paths for the exclusive use of bicycles with horizontal and vertical buffer.

Corridor Opportunity Examples: Several planned lanes in Pico Rivera and Unincorporates County of Los Angeles areas.

Using bicycles for recreation, local trips & commuting has immense health, safety, financial & environmental benefits. Connected, safe & well-developed bicycle networks with plenty of amenities that are capable of being paired with other transit options eases communities' reliance on single vehicle travel.



Bicycle Boxes

Designated area for bicyclists ahead of automobile traffic at a signalized intersection, increasing visibility and reducing conflicts with turning vehicles



Bicycle Zone Markings

Green paint markings heighten the visibility of Class II and Class IV bikeways, increasing bicyclist comfort and motorist yielding behavior.



Bicycle Parking

Bicycle Parking spaces can be designed as works of art, not simply to enhance aesthetics, but high-visibility bicycle parking also deters theft.



Bicycle Repair Stations

Bicycle repair facilities help bicyclists adjust or fix minor maintenance issues such as flat tires



Bicycle Share

A public bicycle transportation service where short-term bicycle rentals are provided in accessible public locations.



Protected Intersections

Protected Intersections provide physical separation between turning vehicles and bicyclists at intersections.



Leading Bicycle Interval

Leading bicycle intervals are specialized signals providing bicyclists a 3-7 second green phase before vehicles may proceed through the intersection.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Pedestrian Toolbox



Curb Extensions

Curb extensions are an extension of the sidewalk into the roadway that shortens crossing distances, increases visibility and calms traffic.

As corridor cities upgrade sidewalks and make crossing improvements curb extensions provide an excellent option for increasing safety.



Sidewalk Improvements

Sidewalks are the building block of non-motorized travel. Smooth and even surfaces, appropriate frontage and barrier space along with trees or vegetation greatly enhance comfort and aesthetics.

Nearly every city along the corridor has prioritized and planned for sidewalk improvements.



Pedestrian Countdown Signal

These signals offer a “countdown” of seconds remaining for pedestrian crossing time, helping pedestrians avoid becoming stranded or rushing across the road.

Pedestrian Activated Signals are an identified corridor-wide need. Including pedestrian countdowns in signals is popular with pedestrians and motorists alike.



Raised Crosswalks

Raised crosswalks help calm traffic by restricting the speed at which vehicles can traverse the crosswalk; they also increase the visibility of pedestrians–especially children– crossing to approaching vehicles.

In conjunction with the corridor goal of implementing high visibility crosswalks, raised crosswalks can be a beneficial option, especially at freeway ramp crossings.



High Visibility Crosswalks

High-visibility crosswalks have patterned pavement markings such as bars (often along with improved lighting and signage) for greater visibility at further distances. They have been shown to reduce pedestrian injury crashes by as much as 40%.

High visibility crosswalks are a named priority throughout the corridor, with many cities having proposals or plans in place.



Pedestrian Refuge

Pedestrian Refuges are areas within a median that a pedestrian can safely pause, allowing them to cross fewer lanes of traffic at one time and judge potential conflicts independently.

Downey has a city-wide median widening project planned, offering a potential to incorporate pedestrian refuges.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Transit Toolbox

Metro & Local Bus Stop Improvements

Shelter Canopy

Shelters offer transit riders protection from the sun, wind or precipitation, creating a healthy and comfortable space, especially in high temperatures or inclement weather.

Pedestrian Lighting

Good lighting improves passenger safety, security and confidence by increasing visibility, deterring crime, and giving necessary illumination for deciphering maps and timetables.

Bus Queuing Space

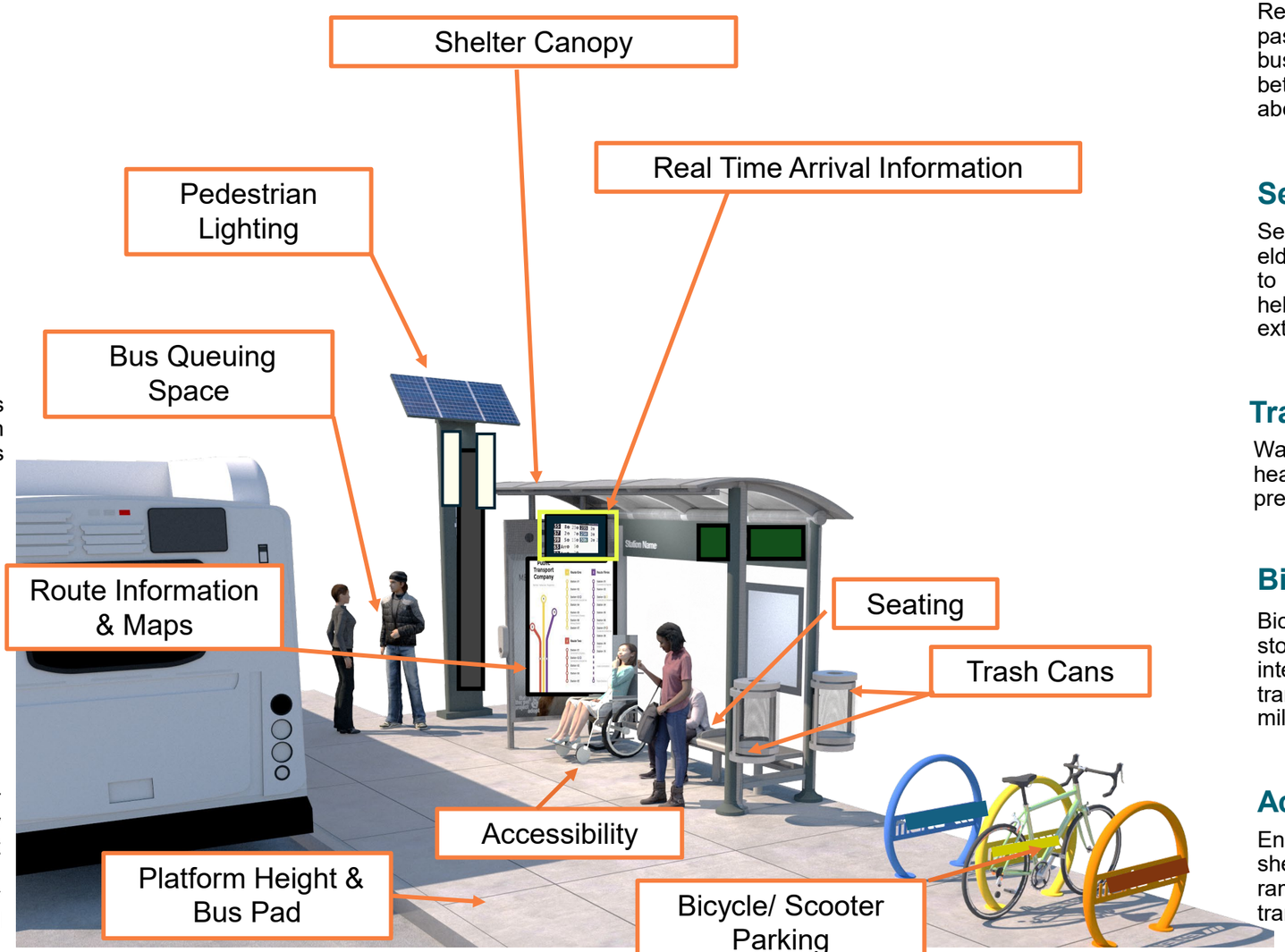
A dedicated bus queuing area optimizes passenger embarkation and disembarkation avoiding delays, discomfort and accidents related to congestion.

Route Information & Maps

Enough information should be displayed at a bus shelter to enable passengers to confidently and efficiently reach their destination. This is especially true for new transit riders or visitors to the area.

Platform Height & Bus Pad

A platform height level with the bus floor and a dedicated unobstructed landing allow for quick and easy boarding, making transit fully accessible for wheelchairs and strollers. They also eliminate potentially hazardous gaps between the pavement and the bus.



Real-Time Arrival

Real-time information provides passengers up-to-speed details about bus location and arrival time, allowing for better trip planning & reduced anxiety about wait times.

Seating

Seating allows passengers especially the elderly or those with mobility challenges, to wait comfortably and is especially helpful in inclement weather or during extended wait times.

Trash Cans

Waste receptacles encourage a clean and healthy passenger waiting area and prevent the concentration of refuse.

Bicycle/Scooter Racks

Bicycle and scooter parking at transits stops is one of the most effective ways of integrating cycling/rolling and public transit. It is a critical measure in first/last mile transportation planning.

Accessibility

Ensuring wheelchair space inside of bus shelters and providing for ADA curb ramps and approaches is essential for transit equity.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Transit Toolbox

Transit Station Amenities

Pick up and drop off areas, park and ride lots and bicycle or e-scooter rental provide the vital first/last mile link for multimodal transit.



Pick Up and Drop Off Area



Park and Ride Lots



Bike and Scooter Rental

Transit Station Amenities like comfortable seating, dining options, restroom availability and easy-to-use ticket purchasing stations can be a decisive factor in attracting more people to public transit.



Public Restrooms



Dining Options



Ample & Comfortable Seating



Ticket Purchasing Machines

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Corridor Wide Toolbox



ADA Improvements

The mission to provide ADA compliance is shared by all agencies and municipalities in the corridor. Accessibility requirements such as compliant curb ramps and detectable warning surfaces will be implemented throughout the corridor.



Thermal Relief

Introducing active transportation options and encouraging people to get outside is a statewide transportation policy with environmental, economic and health benefits. However, if these policies expose people to dangerous heat conditions they fail in their intent. Offering thermal relief such as shade trees, drinking fountains, canopied waiting areas for transit and cooling stations are necessary to meet corridor goals.



Pedestrian Overcrossing

Pedestrian overcrossings separate pedestrians from vehicular traffic, minimizing the risk of collisions and providing better visibility for both pedestrians and drivers. They also enhance connectivity and promote alternative modes of transportation by providing uninterrupted flow.



Wayfinding

Missing, confusing or incorrect signage undermines even the most innovative engineering or planning design. To decrease congestion, provide multimodal alternatives and promote public safety, every effort will be made to provide consistent, comprehensive and clear signage across the corridor.



Green Infrastructure

Adding Green Infrastructure has environmental and safety benefits, but it also creates more vibrant and pleasant communal spaces. Options include landscaping medians & buffers, drought tolerant plant selection, street trees, swales, & bioretention or biofiltration planters. It is an important corridor goal to find opportunities for integrating green infrastructure into planned improvements.



First/Last Mile

The First/Last Mile plan is a Metro initiative for bridging the critical gap from origin to transit and from transit to destination. This toolbox has included several solutions: new & improved bike lanes, safer crossings, bicycle & e-scooter rental, and secure park & rides.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Freeway Interchange Safety Improvements

High Visibility Crosswalk

High visibility crosswalks, including raised crosswalks, improve pedestrian safety.

Free Right Turn Removal

Removing the free right turn lane will shorten pedestrian crossing distance and increase vehicle yielding behavior.

Pedestrian Beacons

Lighted beacons, such as Pedestrian Hybrid Beacons (PHBs) & Rapid Rectangular Flashing Beacons (RRFBs) alert travelers of all modes to potential conflicts when pedestrians are in the street.

Landscaped Buffers

Incorporating landscaped buffers creates separation between vehicles and pedestrians. Care must be taken to ensure sight-distance is not compromised.

Exit Curve Redesign

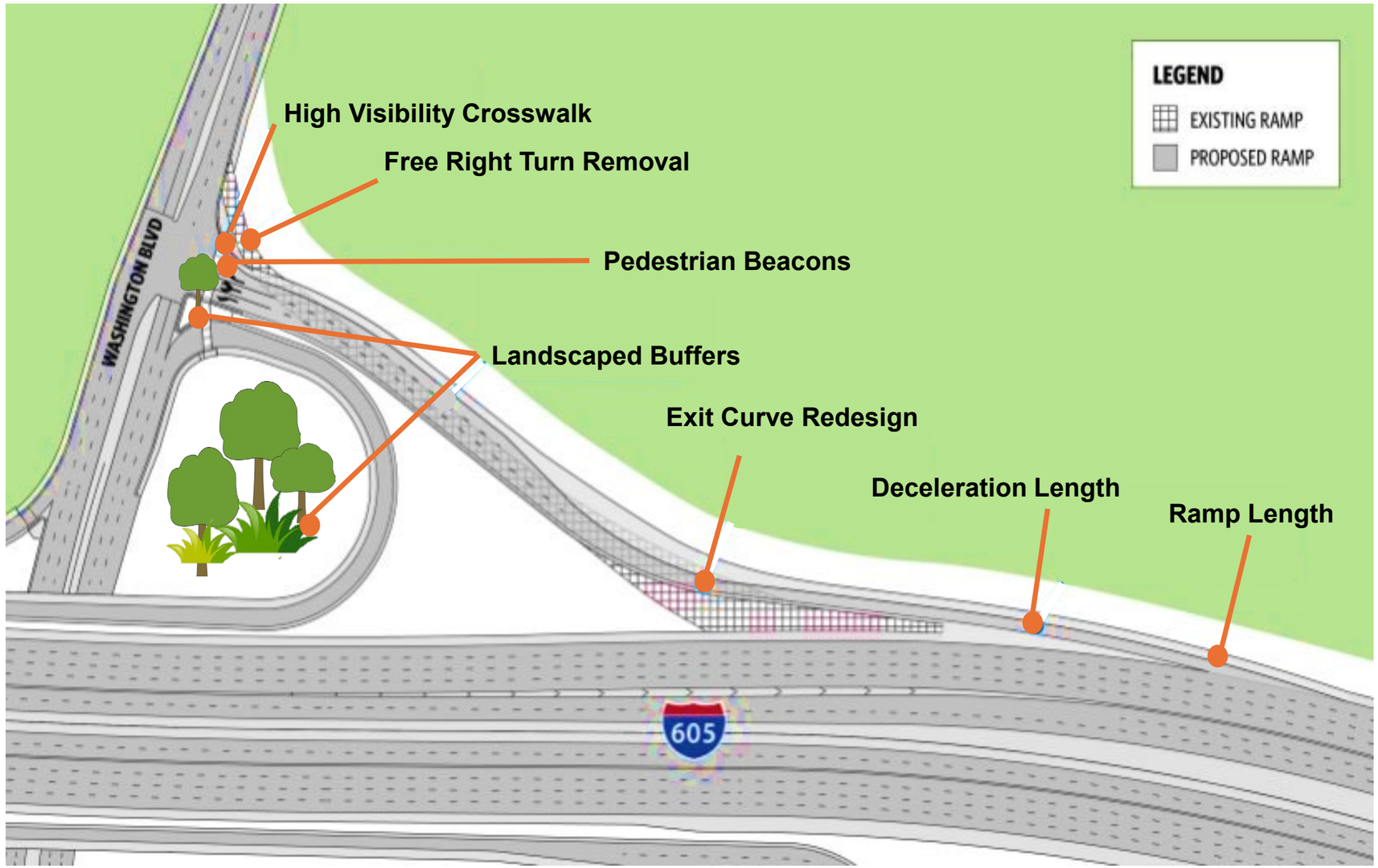
Redesigning the curve for greater sight distance gives vehicles more time to see approaching conflicts with pedestrians or other vehicles.

Deceleration Length

Providing a longer deceleration length at off-ramps allows drivers more time to slow down prior to entering curves, decreasing the potential for collisions along the ramp.

Ramp Length

Lengthening the ram for greater vehicle storage will prevent backups and congestion on the main line.



5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Freeway Auxiliary Lane Safety Improvements

Auxiliary Lanes

Auxiliary lanes are non-continuous lanes that connect on- or off-ramps. They should not be used as general purpose or through lanes. Their purpose is to provide more time and space for through traffic movements to merge with the mainline and reduce vehicle weaving. Benefits of auxiliary lanes include the following:

Eliminate Spillover from Ramp Backlogs

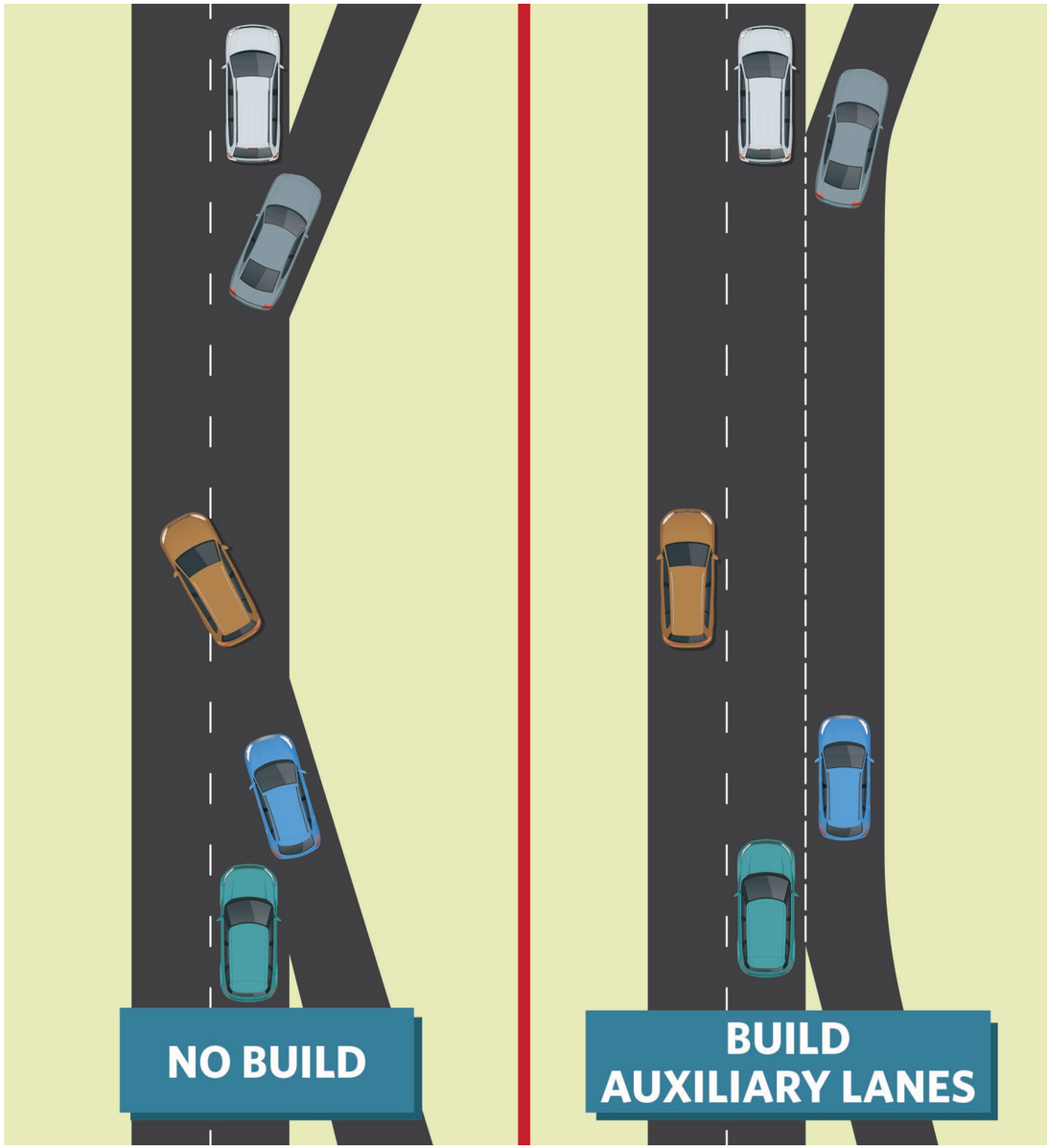
Auxiliary lanes help eliminate vehicles backing on to local streets from the freeway and on the mainline from off-ramps, improving safety and traffic flow on both the freeway and the surrounding roadways.

Reduce Congestion from Freeway Exiting/Entering

Auxiliary lanes provide transition zones for merging/diverging traffic. The dedicated space for vehicles to accelerate or decelerate, smooths out traffic flow, reduces weaving, and shortens jams and decreases potential collisions.

Prevent High Speed Merging

By providing dedicated lanes for merging and exiting, auxiliary lanes reduce the risk of collisions caused by vehicles attempting to merge or weave into traffic at high speeds.



Lack of lane connection between on and off ramps

Connection between on and off ramps

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Proposed Project Alternatives

Alternative 1 – No Build

Alternative 2 – Convert HOV lane to Express lane (EL)

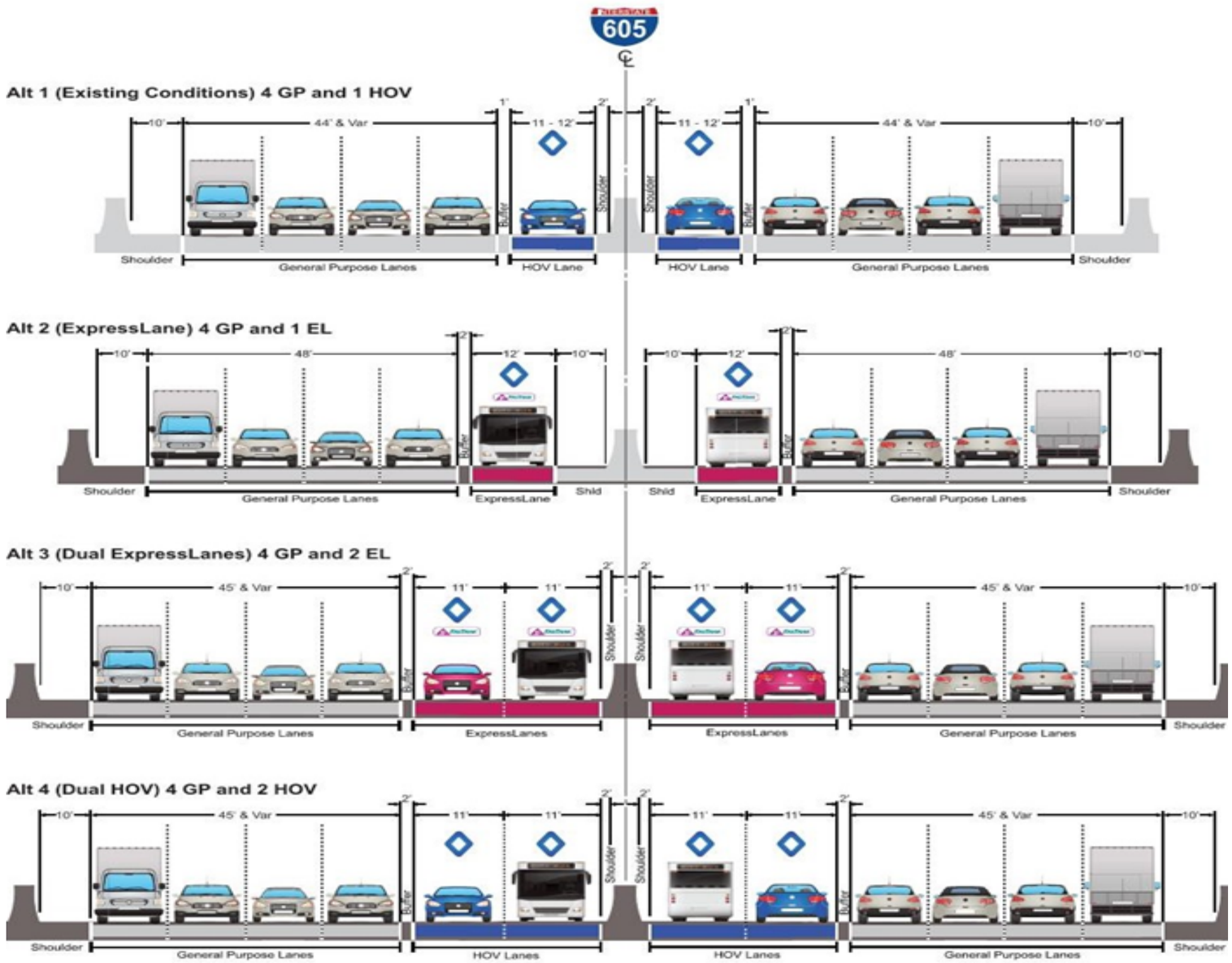
Convert existing HOV lane to an Expresslane

Alternative 3 –Two Expresslanes

Convert existing HOV lane to EL and add another EL

Alternative 4 – Two HOV lanes

Retain HOV lane and add another HOV lane



5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Aesthetic Toolbox

Landscaped Medians & Buffers

Landscape medians and buffers serve as a division of opposing traffic or pedestrian/vehicle traffic. They also screen traffic noise, soften the landscape, calm traffic, and help diffuse urban heat.





Drought Tolerant Plants

Selecting drought tolerant landscaping is essential for any green infrastructure improvement in the corridor being suited to the climate and requiring less irrigation and maintenance.



Street Trees

Street trees offer shade for active transportation corridors and transit stops, they also counter the Urban Heat Island Effect, making cities more pleasant places to walk, bike, roll or ride. In addition, they separate the sidewalk from the road, improve air quality and enhance aesthetics.



ATTACHMENT A

Multimodal and Complete Streets Element List

Metro

All locations with improvements to crosswalks can consider the following pedestrian improvements:				High Visibility Crosswalks
				Improved signing and striping including high visibility striping
				Pedestrian Activated Traffic Control Devices
				Rapid Flashing Beacons
				Leading Pedestrian Interval (3 to 7 seconds of "WALK" signal prior to allowing vehicle movement)
ROUTE	**City**	**CROSSING**	**ELEMENT**	Items in blue text are from the CIP projects or General Plans from relevant municipalities
I-605	Unincorporated County of Los Angeles	Slauson Ave	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV - San Gabriel River to Dice Rd)
			Bus	Potential to improve Bus Stops on EB and WB Slauson @ Millegrove (~2)
			Transit	Coordination with Pico Rivera Rail Station Feasibility Study (LA Metro)
			Other	Coordination with Slauson Ave TSSP (Paramount to Passons Blvd) (Pico Rivera Capital Improvement Program)
				Coordination with Slauson Ave Complete Streets Corridor Study (Santa Fe Springs Rd to Wilmington Ave) (Gateway COG Complete Streets)
		Pioneer Blvd	Bus	Potential to improve Bus Stops on NB and SB Pioneer Blvd from Slauson to Washington (~4)
			Pedestrian	Update lighting (Slauson Ave to Saragosa St)
				Upgrade Safe Route to School Markings/Signage
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV Rivera Rd to Saragosa St)
		Norwalk Blvd	Bus	Potential to improve Bus Stops along NB and SB Norwalk Blvd between Slauson and Whittier Blvd (approx. 9)
			Bike	Coordination with planned bicycle facilities (Whittier Bicycle Transportation Plan (Class II San Gabriel River Trail to Norwalk Blvd)) (LA County Bicycle Master Plan (Class IV Washington to Whittier Blvd)
		Waddell St	Pedestrian	Update lighting for bridge widening
		Washington Blvd	Transit	Doesn't Preclude Eastside Transit Corridor Phase 2 (E Line)
			Bus	Potential to improve Bus Stops between from Pico Vista Rd to Norwalk Blvd (~6)
			Pedestrian	Update/Add lighting at ramp intersection and along sidewalk improvements
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (Whittier Bicycle Transportation Plan (Class II Lambert Rd to Whittier Blvd))
			Other	Coordination with Washington Blvd TSSP (Pico Rivera Capital Improvement Program)
		Saragosa St	Pedestrian	Update lighting for bridge widening and at ramp intersections
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV Pioneer Blvd to Norwalk Blvd)

ROUTE	City	CROSSING	ELEMENT	Items in blue text are from the CIP projects or General Plans from relevant municipalities
I-605	Unincorporated County of Los Angeles	Dunlap Crossing Rd	Pedestrian	Update lighting for bridge widening
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class II Torrey Pines Dr to Norwalk Blvd)
		Mines Blvd	Bike	Coordination with Mines Ave. Bike Bridge / Bike Lanes (Class II San Gabriel River & Rio Hondo River) (Gateway Cities STP)
		Bexley Dr	Pedestrian	Update lighting for bridge widening
	Whittier	Whittier Blvd	Bus	Potential to improve Bus Stops on EB and WB Whittier Blvd from Esperanza Ave to Norwalk Blvd (~5)
			Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
				Coordination on Pio Pico State Historic Park Trail Connector, High Visibility Crosswalks, Painted Curb Extensions (Pico Rivera Multimodal Plan)
	Pico Rivera		Bike	Coordination with planned bicycle facilities ((Whittier Bicycle Transportation Plan (Class I San Gabriel River Trail to Pio Pico State Park) (LA County Bicycle Master Plan (Class IV Danby Ave to Redan Ave)
				Coordination on San Gabriel River Bike/Ped Bridge (Pico Rivera Multimodal Plan)
				Whittier Blvd. Bikeway/Whittier Greenway Trail (Gateway Cities STP Bicycle Project/City of Whittier Bicycle Transportation Plan)
		Esperanza Ave	Pedestrian	Reconfigured to T-Intersection to eliminate free movements for safer pedestrian movements
				ADA Curb Ramps
	Unincorporated County of Los Angeles	Obregon St	Bike	Extension of Whittier Greenway Trail Class I Bicycle and Pedestrian path over I-605 north of Obregon and south of Beverly Blvd to connect to San Gabriel River Trail. (Fact Sheet EA 3101U) (LA County Bicycle Master Plan)
	Whittier	Beverly Blvd	Bus	Potential to improve Bus Stops on EB and WB Beverly Blvd from Abbeywood to Carley Ave (~6)
			Bike	Class II Bike Lane (Connection to San Gabriel River Trail)
				Beverly Blvd Bikeway (Class II/III 3rd St to Turnbull Canyon Rd.) (Gateway Cities STP)
				Coordination with planned bicycle facilities (Whittier Bicycle Transportation Plan - Class II San Gabriel River Trail to Norwalk Blvd)
			Pedestrian	Reconfigured SB intersection to Diamond Interchange to eliminate free movement for safer pedestrian movements
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
	Pico Rivera		Other	Coordination with Beverly Blvd TSSP (Paramount to Abbeywood Ave) (Pico Rivera Capital Improvement Program)
		San Gabriel River Pkwy	Bike	Class II Bike Lane
			Pedestrian	ADA Curb Ramps
		Rose Hills Rd	Pedestrian	Reconfigured SB intersection to Diamond Interchange with Loop Entrance Ramp to eliminate free movements for safer pedestrian movements
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
			Equestrian	8' wide sidewalks to accommodate equestrian crossings to Pico Rivera Sports Arena

I-605 CORRIDOR IMPROVEMENT PROJECTS

ROUTE	City	CROSSING	ELEMENT	Items in blue text are from the CIP projects or General Plans from relevant municipalities
I-605	Unincorporated County of Los Angeles	Peck Rd	Bike	Class II Bike Lane
				Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV Durfee to I-605 and Pellissier Place to Workman Mill Rd)
	Industry		Pedestrian	Reconfigured SB Ramps to Diamond Interchange to eliminate free movements
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
			Bus	Coordination with Proposed Rapid Bus Priority Corridor (SGVCOG Transit Feasibility Study)
		Pellissier Pl	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
	Unincorporated County of Los Angeles	San Jose Creek	Pedestrian/ Equestrian	Pedestrian/Equestrian Trail along North side of the Creek (San Gabriel Valley Greenway Network)
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class I - San Gabriel River Bicycle Path to Workman Mill Ave)
		Valley Blvd	Pedestrian	Reconfigure NB and SB Ramps to T-intersection to eliminate free movements
				Maintain access to River Park (Emerald Necklace Plan)
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
			Bus	Coordination with BRT Mixed-flow Projects within Caltrans Right of Way (SGVCOG Transit Feasibility Study)
			Transit	Coordination with Transit Signal Priority along Valley Blvd (SGVCOG Transit Feasibility Study)
				Coordination with Mission-Valley Active Transportation Corridors (MAT Program Cycle 1)
			Bike	San Gabriel River / San Jose Creek Connection / Valley Blvd (San Gabriel River & Workman Mill Rd.) (Gateway Cities STP)
				Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV - San Gabriel River to 7th Ave)
	Industry	Temple Ave		Additional Lighting
				Update/Add lighting along sidewalk improvements
	Baldwin Park	Walnut Creek	Pedestrian/ Bike	Lighting can be provided for existing access on north side of creek.
				Planning will not preclude future pedestrian/bike trail access to San Gabriel River Trail (San Gabriel Valley Greenway Network)
SR-60	South El Monte	Durfee Ave	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
		Peck Road	Bus	Potential to improve Bus Stops on NB and SB Peck Rd @ Durfee Ave (~2)
				Coordination with Proposed Rapid Bus Priority Corridor (SGVCOG Transit Feasibility Study)
			Bike	Class II Bike Lane
			Pedestrian	Reconfigure SB Ramps to T-intersection to eliminate free movements
				Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps

I-605 CORRIDOR IMPROVEMENT PROJECTS

ROUTE	City	CROSSING	ELEMENT	Items in blue text are from the CIP projects or General Plans from relevant municipalities
SR-60	Unincorporated County of Los Angeles	Workman Mill	Bus	Coordination with Proposed Rapid Bus Priority Corridor (SGVCOG Transit Feasibility Study)
	Whittier		Bike	Coordination with planned bicycle facilities (City of Whittier Bicycle Transportation Plan- Class II Beverly Blvd to North City Limits) (LA County Bicycle Master Plan (Class II Sycamore Cyn Rd to Fairgrove Ave)
	Industry	Crossroads Pkwy South	Bus	Potential to improve Bus Stops at Crossroads Pkwy S & N from Crossroads Retail Co to Workman Mill Rd (~6)
			Pedestrian	Roundabout (Provides pedestrian refuges, slower speed and reduced conflict points)
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
	Unincorporated County of Los Angeles	7th Ave	Bus	Potential to improve Bus Stop for NB 7th Ave at Gale Ave N (~1)
			Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class II Clark Ave to Palm Ave)
		Gale Ave	Bus	Potential to improve Bus Stop for Gale Ave @ 7th Ave (~1)
			Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class II 7th Ave to Stimson Ave)
		Others	Bus	Coordination with Phase 1 BRT Mixed-flow Project on Hacienda @ SR-60 (SGVCOG Transit Feasibility Study)
I-10	El Monte	Exline St	Pedestrian	Maintain existing raised crossings
		Cogswell Rd	Bus	Potential to improve bus stop on NB and SB Cogswell Rd near Exline St (~2)
			Pedestrian	Update lighting for bridge widening
		Durfee Ave	Bus	Potential to improve bus stop on Durfee Ave from Garvey to Exline St (~2)
			Bike	Class II Bike Lane
			Pedestrian	Update lighting for bridge widening
				Upgrade Safe Route to School Markings/Signage
	Baldwin Park	San Gabriel River	Pedestrian	Pedestrian/Equestrian Trail along South side of the Creek
	El Monte	Others	Bus	Coordination with El Monte Mobility Hub (SGVCOG Transit Feasibility Study - Mid Term Plan)
				Coordination with El Monte General Plan Goals: CD-2 Attractive corridors & CD-3 Green City
				Express Bus along I-10 (SGVCOG Transit Feasibility Study)
				Coordination with Garvey Bus Priority Corridor (I-10 to Peck Road) (SGVCOG Transit Feasibility Study)
			Other	Coordination with Safe Route to School Program, Cycle 10 ("Little Five Points")(El Monte CIP)

All locations with improvements to crosswalks can consider the following pedestrian improvements:				High Visibility Crosswalks
				Improved signing and striping including high visibility striping
				Pedestrian Activated Traffic Control Devices
				Rapid Flashing Beacons
				Leading Pedestrian Interval (3 to 7 seconds of "WALK" signal prior to allowing vehicle movement)
ROUTE	**City**	**CROSSING**	**ELEMENT**	Items in blue text are proposed improvements from agency or municipality
I-105	**Downey**	Clark	Bicycle	Coordination with Downey on planned Bike Lane with Road Diet
		Woodruff Ave	Bicycle	Coordination with Downey on proposed Class II Bike Lane
		Bellflower Blvd	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
		Paramount	Rail	Coordination with Metro on 2035 proposed Southeast Gateway Line (LRT)
		Lakewood	Vehicle	Coordination with Downey on proposed EV Charging Station on I-105 ramp
	Norwalk	San Gabriel River	Pedestrian	Pedestrian/Equestrian Trail along North side of the Creek
I-605	**Norwalk**	Rosecrans Ave	Bus	Potential to improve bus stops on EB/WB Rosecrans near NB ramps.
			Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
		Foster Rd	Pedestrian	Coordination with Norwalk for Safe Routes to School Improvements
				Update lighting for bridge widening
		Hoxie Ave	Bus	Potential to improve bus stops on NB Hoxie Ave near Imperial Hwy, EB Imperial Hwy near Hoxie Ave, and EB/WB Imperial Hwy near
			Pedestrian	Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
		Imperial Hwy	Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps, drive approaches and sidewalks
		Downey Norwalk Rd	Pedestrian	Update lighting for bridge widening
		Firestone Blvd	Bus	Potential to improve bus stops on EB Firestone near Hoxie, and EB/WB on Firestone west of the 605.
			Bicycle	Coordination with Downey on proposed Class II Bike Lane
			Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
		Alondra Ave	Bicycle	Coordination with Norwalk on a proposed Class II Bike Lane
		Ceceila St	Pedestrian	Update lighting for bridge widening
		Studebaker Ave	Bus	Potential to improve bus stops on NB Studebaker Rd near the NB Ramps, SB Studebaker Rd near Florence Ave, and EB Florence Ave near Studebaker Rd.
			Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps

I-605 CORRIDOR IMPROVEMENT PROJECTS

ROUTE	City	CROSSING	ELEMENT	Items in blue text are proposed improvements from agency or municipality
I-605	Downey	Firestone Blvd/Lakewood Bld	Pedestrian	Coordination with Downey on proposal to improve crosswalks
		Florence Ave	Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
	Santa Fe Springs	Davenrich St	Pedestrian	Update lighting for bridge widening
		Los Nietos Road	Bicycle	Coordination with Santa Fe Springs on proposed Class IIB Bike Lane
		Orr And Day Road	Bicycle	Coordination with Santa Fe Springs on proposed Class I Bike Path
		Telegraph Road	Pedestrian	Reconfigure NB Ramps to T-intersection to eliminate free movements
				Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
I-5	Downey	Imperial Hwy	Pedestrian	ADA Curb Ramps, median widening/improvements
			Bus	New Bus Stops at Paramount Blvd
		San Gabriel River	Pedestrian	ADA Curb Ramps, meidan Widening/Improvements
				Pedestrian/Equestrian Trail along North and South side of the Creek
		Telegraph Road	Pedestrian	Coordination with Downey on median widening/improvements
				Coordination with Downey on ADA Curb Ramps
		Brookpark Rd	Pedestrian	Proposed Sidewalks
				Pedestrian Bridge to Vista Del Rio Dr
				Add lighting for pedestrian bridge and along sidewalk improvements
				ADA Curb Ramps, median widening/improvements
		Vista Del Rio Dr	Pedestrian	Proposed Sidewalks
				Pedestrian Bridge to Brookpark Rd
				Add lighting for pedestrian bridge and along sidewalk improvements
				ADA Curb Ramps
		Rosemead Blvd/Lakewood Blvd	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
		Guatamala Ave/Rives Ave	Bicycle	Coordination with Downey on proposed Class III Bike Lane
		Tweedy Lane	Bicycle	Coordination with Downey on proposed Class III Bike Lane
		Lemon Ave	Bicycle	Coordination with Downey on proposed Class III Bike Lane
I-105	Santa Fe Springs	Others	Pedestrian	Coordination with Santa Fe Springs on proposed Green Infrastructure improvements at intersections
				Coordination with Santa Fe Springs on proposed crossing improvements



I-605 Corridor Multimodal Improvements Project (CMIP)

PAED Contract Modification Authorization

File # 2025-0841

Planning and Programming Committee April 2026

Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 10 to Contract No. AE333410011375 with Parsons Transportation Group for the Project Approval and Environmental Document (PAED) phase of the I-605 CMIP in the firm fixed price of **$21,826,798**, increasing the Total Contract Value for Parsons Transportation Group from $28,723,699 to $50,550,497; and extending the contract period to December 30, 2028; and,

B. EXECUTE Contract Modification No. 10 to Contract No. AE5204200 with HDR Engineering for the PAED phase of the I-605 CMIP in the firm fixed price of **$25,108,331**, increasing the Total Contract Value for HDR Engineering from $38,559,071 to $63,667,402; and extending the contract period to December 30, 2028.

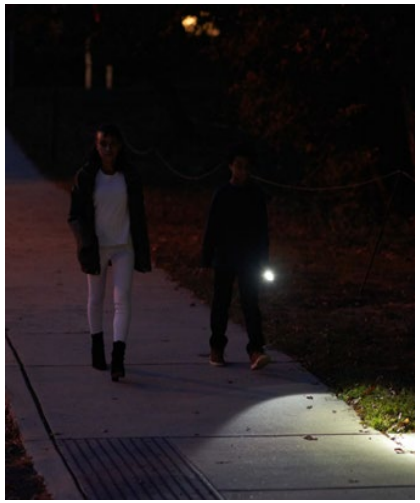


Purpose and Need

Why is the Project Needed?

- Higher than statewide average collision rates
  - 2019-2023: 4,335 collisions resulting in injury – **201 severe injuries and 48 fatalities** within the project limits
- Segments of HOV lanes are considered ‘degraded’, operating at less than 45 mph for extended periods during peak operating hours
- Opportunity to include multimodal and complete street improvements to improve regional connectivity and safety for all users



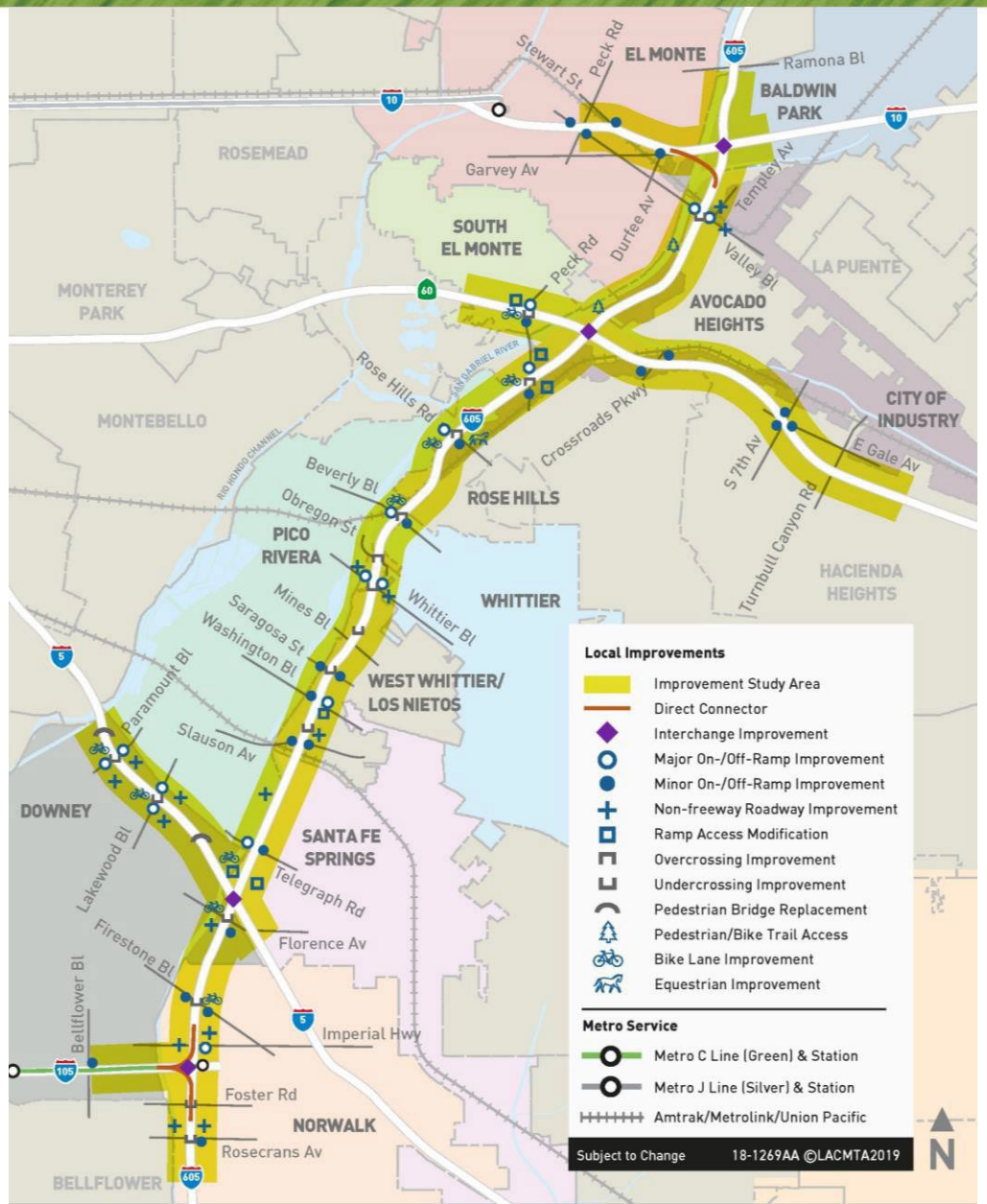


What are Metro’s Goals?

- Improve safety and operations
- Enhance multimodal mobility and regional connectivity
- Increase person throughput by moving more people, not more cars
- **<u>Avoid residential displacements</u>** by accommodating the design within the Caltrans-owned right of way (ROW).



Contract History



- Metro Board authorized contracts in 2015 (Parsons Transportation Group, Inc. Contract #AE333410011375) and 2016 (HDR Engineering, Inc. Contract #AE5204200) for environmental services to complete the PAED phase of two interchange projects that were combined to create the I-605 CMIP.
- The project was paused, and the alternatives were revised to avoid residential displacements and incorporate multimodal elements following Metro Board Motion 42 in October 2020.
- Metro Board approved the re-initiation of the Project in January 2025 with revised alternatives, requiring the PAED phase to be restarted. Contract modifications are required to complete the phase.

Justification

Contributing Factors:

1. Engineering and environmental studies, and the environmental document must be redone to analyze the revised alternatives and new multimodal elements
2. Expanded scope of services and project teams to facilitate outreach and development of local multimodal and complete streets projects
3. Project management for an additional 27 months
4. Escalating labor costs

Project Status and Next Steps



2025	2025	2026	2026	2026
Spring Caltrans and local coordination multi modal framework	**Winter** Develop SOW for contract modifications	**Spring** Execute contracts and Re-start design and environmental planning	**Spring/Summer** Conduct Stakeholder workshops	**Fall/Winter** Stakeholder and community update meetings



ONGOING PUBLIC PARTICIPATION

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

File #: 2026-0137, **File Type:** Contract **Agenda Number:** 10.

CONSTRUCTION COMMITTEE
APRIL 15, 2026

SUBJECT: TUNNEL ADVISORY PANEL SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or their designee to:

A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) $781,459 increasing the total contract value from $329,562 to $1,111,021 and extend the contract from June 30, 2026, to June 30, 2029;

B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $781,610, increasing the total contract value from $3,671,235 to $4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and

C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $642,469, increasing the total contract value from $1,586,457 to $2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.

ISSUE

Metro is currently planning, designing, and constructing rail transit projects with extensive underground engineering and construction that involve complex geotechnical and tunneling conditions. Current projects with tunnel segments include the Westside Purple Line Extension Section 2 and Section 3 Projects, Southeast Gateway Line Project, Sepulveda Transit Project, Eastside Transit Corridor Phase 2 Project, and K Line Northern Extension. Los Angeles County has challenging geologic, seismic and tunneling conditions and deep underground station construction, with some through fault rupture zones, tar impregnated soil, toxic gases, high concentration of methane, squeezing ground and high groundwater pressures. While Metro has extensive experience from both staff and engineering consultants, there is the need for an independent Tunnel Advisory Panel (TAP) to provide expert advice and review of this engineering work. The Tunnel Advisory Panel, comprised of Dr. Youssef Hashash, Dr. Edward Cording, and Dr. Thomas O'Rourke, are

recognized in the industry and worldwide as engineering/construction experts in geotechnical analyses, tunneling, deep excavation, earthquake engineering, and building settlements.

BACKGROUND

The TAP was originally convened in August 1995 in response to questions posed by the Board regarding the feasibility of tunneling in Los Angeles ground conditions. Metro contracted with Drs. Dan Eisenstein, Geoffrey Martin and Harvey Parker to determine the feasibility of tunneling in Los Angeles, to assess the effectiveness of Metro's construction program to date, and to recommend any modifications to the current construction program deemed appropriate.

In June 2001, the Board approved two, five-year contracts to the members of the TAP in the amount not-to-exceed $1,167,826 and directed staff to return each year for funding approval. Since then, the Board has approved funding and extensions to the TAP contracts. Due to Dr. Eisenstein's untimely death in April 2009, Metro procured an additional member for the TAP, Dr. Edward Cording, to provide expert technical services. With Dr. Harvey Parker passing away in May 2020, Metro staff procured an additional member for the TAP, Dr. Thomas O'Rourke, to provide expert technical services. With Dr. Geoffrey Martin retiring in April 2025, Metro procured an additional member for the TAP, Dr. Youssef Hashash in July 2025 to provide expert technical services.

The current TAP members are respected academics, with extensive industry engagement and were elected members of the National Academy of Engineering. Dr. Youssef Hashash is a Distinguished Professor of Civil Engineering at the University of Illinois Urbana-Champaign. Dr Edward Cording is a former Professor of Civil Engineering from the University of Illinois Urbana-Champaign with Emeritus status. Dr Tom O'Rourke is a Professor of Engineering Emeritus at Cornell University and President of the Earthquake Engineering Research Institute. All have led authoritative industry leading research and written definitive technical publications as well as engaged with other government agencies providing technical support in the areas of tunneling, deep excavations and design for seismic resiliency.

DISCUSSION

The TAP members, Drs. Hashash, Cording, and O'Rourke, have been providing advice on all Metro projects with underground construction elements. The projects that TAP has been involved with include extensive underground engineering and construction that involve complex geotechnical and tunneling issues in both soils and rock for which the TAP members are uniquely qualified.

The status of each project and the TAP members' involvement in them is as follows:

Westside Purple Line (D Line) Extension Project

The Westside Purple Line (D Line) Extension Project was adopted by the Board and the Final Environmental Impact Report (EIR) was certified in 2012. The project is being designed and constructed in three sections. The entire 9-mile project consists of twin-bored tunnels with 7 subway stations which are primarily under Wilshire Boulevard. Section 1 - Wilshire/Western to Wilshire/La Cienega is expected to open for revenue service on May 8, 2026.

Metro has retained the services of the TAP to provide independent review and monitoring of the following work that is being performed by Metro's engineering consultants and contractors:

- Section 2 - Wilshire/La Cienega to Century City Constellation Station (2.59 miles of twin-bored tunnels, 2 subway stations) - Since the tunneling and underground construction activities for this section of the project is complete, the TAP has concluded providing expert advice on a regular basis for this section of the project. The project will, however, seek expert advice on an as-needed basis with issues that may arise including claim resolution.
- Section 3 - Century City/Constellation Station to Westwood/VA Hospital Station (2.56 miles of twin-bored tunnels, 2 subway stations) - The Notice-To-Proceed (NTP) for the Design/Build Contract (Tunnels, Stations, Systems and Trackwork) Tunnel was issued on January 2019 and the NTP for Station was issued in May 2019. Final design is nearly complete and tunnel construction is complete. The TAP will be required to provide expert advice on the station design and construction including the geotechnical conditions encountered, the monitoring of potential ground movements associated with station construction adjacent to mission critical federal facilities and privately owned tall office buildings.

Southeast Gateway Line Project

The Southeast Gateway Line Project is a new light rail transit (LRT) line to southeast LA County, connecting Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon and unincorporated Florence-Firestone. The project was environmentally cleared in August 2024.

TAP will be providing expert advice for the proposed crossing beneath the 710 freeway on the following topics:

- Techniques for excavating for and jacking a large tunnel/box structure beneath the freeway
- Ground movements and changes to the groundwater table associated with proposed methods
- TAP will also provide expert advice for the proposed northern extension of the project as required when planning and early engineering proceed

Sepulveda Transit Corridor Project

The Sepulveda Transit Corridor Project is currently in the planning and environmental clearance phase. The Board approved Modified Alternative 5, an underground heavy rail alternative, as the Locally Preferred Alternative for the project on January 22, 2026. Metro is working with a private sector contractor, Sepulveda Transit Corridor Partners, under a pre-development agreement to advance delivery of this project. The TAP will be providing expert advice for the following topics:

- Tunneling through the Santa Monica Mountain involves rock masses ranging from weak to strong with low to high abrasivity
- Tunneling through alluvial soils
- Tunneling through fault zones
- Tunneling with relatively high groundwater pressures
- Mixed face tunneling large diameter and long bored tunnels

Eastside Transit Corridor Project - Phase 2

The Eastside Transit Corridor Phase 2 Project will extend the existing Metro L (Gold) Line from the existing terminus station at Atlantic Boulevard and Pomona Boulevard in East Los Angeles to

Lambert Road in Whittier in eastern Los Angeles County. The Board adopted the Locally Preferred Alternative (LPA) as Pomona/Atlantic Station to Greenwood at the December 2022 Board meeting. About 3 miles of this alternative is an underground configuration along Atlantic Boulevard in unincorporated East Los Angeles. TAP will be providing expert advice for the following topics:

- Tunnel alignment design
- Ground movements and changes of the groundwater table associated with proposed methods of excavation and support for cut and cover structures
- Ground movements and changes to the groundwater table associated with proposed tunneling methods
- Crossing beneath Heavy Freight and Passenger Railroads

K Line Northern Extension

The K Line Northern Extension will extend the existing Metro K Line from the existing terminus station at the Crenshaw/Expo Station north to the D Line at Wilshire Blvd and the B Line at the Hollywood/Highland station with a potential terminus at the Hollywood Bowl. The new rail service will connect Metro's C, E, D and B Lines, serving six of LA's busiest bus corridors and improving access to jobs, healthcare and entertainment. TAP will be providing expert advice for the following topics as the environmental review and early engineering proceeds:

- Tunnel alignment design
- Ground movements and changes of the groundwater table associated with proposed methods of excavation and support for cut and cover structures
- Ground movements and changes to the groundwater table associated with proposed tunneling methods
- Impact of tunneling on residential and commercial buildings
- Asphalt infused soils and gassy ground conditions
- Potential active fault crossings
- Hard rock conditions

In addition to the above Projects, TAP may be asked to provide ad-hoc services to other projects and for the existing underground infrastructure as needed by Metro Staff.

TAP members are involved with on-going support relating to third party and project stakeholders' issues, which will require continuation of their services for the future. They have unique knowledge and background on Los Angeles County's underground conditions and intimate knowledge of Metro's past and current engineering and construction projects.

Board approval of the recommendations will allow the continuation of services of the three TAP members to support Metro on the aforementioned projects and will also allow the TAP to provide ad-hoc services to other projects as needed by Metro staff.

DETERMINATION OF SAFETY IMPACT

From a safety perspective, underground construction is inherently one of the most high-risk activities on transit projects. TAP provides independent reviews and imparts technical know-how and expertise for the safe construction of underground facilities. All services supported by this contract are centered

on promoting public and worker safety, avoiding project delays, and promoting cost saving measures to effectively deliver the projects with minimal impacts to the adjacent communities.

FINANCIAL IMPACT

The funding for these services is included in the Proposed FY27 budget in various Capital Projects. Task Orders will be issued and funded from the associated project's fiscal year and Life-of-Project (LOP) budgets. The funding source differs depending on the individual project. These activities will remain within the approved LOP for each project.

Since this is a multi-year contract, the cost center managers, respective project managers and Chief Program Management Officer will be responsible for budgeting the cost of the annual work program for each fiscal year for the term of the contract.

Impact to Budget

The funding for these Contract Modifications is provided by the specific project requiring the services. The source for these funds is in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. These funds are not operating eligible funds.

EQUITY PLATFORM

The Tunnel Advisory Panel services provide technical advice and expertise for various Metro projects with underground design and construction components throughout the County of Los Angeles, including several which serve Equity Focus Communities. These services are essential for the support and safe delivery of Metro projects which run across the greater Los Angeles area. All services supported by this contract are centered on delivering the projects with minimal impacts on the communities and provide benefits of enhanced mobility and regional access to all populations within the respective project areas. At the time of solicitation, the Diversity and Economic Opportunity Department did not establish a Disadvantaged Business Enterprise goal for procurement due to the lack of subcontracting opportunities, as the services provided are for specific named individuals, with no other services.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides expert review and oversight of

tunneling and underground construction in Metro's operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal # 5, *"Provide responsive, accountable, and trustworthy governance within the Metro organization"* by providing review and oversight of tunneling and underground construction.

ALTERNATIVES CONSIDERED

Staff has considered the alternative of allowing the current contracts with Dr. Hashash, Dr. Cording, and Dr. O'Rourke to expire and open a procurement notice to solicit applications from potential new members, but recommend to execute the contract modifications for the current TAP panel members for the following reasons:

- Current TAP members Drs. Hashash, Cording and O'Rourke have a long history and institutional knowledge of Metro together with their knowledge of local soil and rock conditions and technical understanding of specific tunnel related issues in general and those pertaining to local conditions in particular would require significant investment in time and resources to replicate even if other equally suitable candidates were found and used in this role. This would not only incur cost but would significantly reduce the benefit and validity of their advice, while this knowledge and understanding were obtained. This is not recommended as it will leave Metro without the benefit of their extensive local experience, knowledge and expertise and create a void in the required tunneling expertise for a considerable period, thereby creating the potential for delays and additional costs to ongoing Metro projects.

- Metro baseline documents include Design Criteria, Standard Drawings, Directive Drawings and Baseline Specifications. These baseline documents were adapted and updated from documents previously utilized for prior projects and are being continuously updated to incorporate the Lessons Learned from the past and current projects or to account for evolving technologies. Current TAP members have observed developments and successes on Metro's current projects that need to be documented and be made available to both current and future Metro projects. Executing the contract modification with the current TAP members would enable Metro to continue seeking this valuable input from them to update the baseline documents with the lessons learned from their engagements from all the current large projects. This will make the Metro Baseline a set of industry leading document and capture the issues from Metro's past and current Projects.

- Extension and additional funding for the TAP contracts are vital and essential to provide continuity that would otherwise be interrupted, should the Board decide to cancel and re-procure the TAP contracts (a six to nine-month process). Furthermore, the history and knowledge of the current designs, geotechnical conditions, and construction approaches will present a steep learning curve for a new team of TAP members, which could significantly delay the timely review and input necessary to provide this important layer of independent monitoring and oversight across these complex engineering and construction projects.

NEXT STEPS

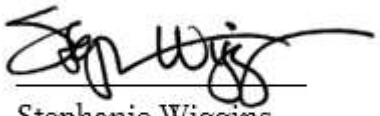
Upon Board approval, staff will execute the Contract Modifications, and will direct the Tunnel Advisory Panel to continue providing tunnel engineering advice to Metro including supporting the aforementioned projects.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Change Log
Attachment C - DEOD Summary (CONTRACT NO. PS1334-5600)
Attachment D - DEOD Summary (CONTRACT NO. PS-8510-2493)
Attachment E - DEOD Summary (CONTRACT NO. PS1620-8000)

Prepared by: Matthew Crow, Deputy Executive Officer, Project Management (213) 842 8505
Androush Danielians, Senior Executive Officer, Project Management (213) 922-7598
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051
Michael Ratnasingham, Deputy Chief Program Management Officer, (213) 418-3440

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 418-3369



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1334-5600

1.	**Contract Number**: PS1334-5600			
2.	**Contractor**: Dr. Youssef Hashash			
3.	**Mod. Work Description**: Continued Tunnel Advisory Panel Services			
4.	**Contract Work Description**: Tunnel Advisory Panel Services			
5.	**The following data is current as of**: February 10, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	07/01/2025	**Contract Award Amount:**	$329,562
	Notice to Proceed (NTP):	07/01/2025	**Total of Modifications Approved:**	N/A
	Original Complete Date:	06/30/2026	**Pending Modifications (including this action):**	$781,459
	Current Est. Complete Date:	06/30/2029	**Current Contract Value (with this action):**	$1,111,021
7.	**Contract Administrator**: Eva Rodriguez		**Telephone Number**: 213.922.1034	
8.	**Project Manager**: Matthew Crow		**Telephone Number**: 213.842.8505	

A. Procurement Background

This Board Action is to approve a Contract Modification in support of continued Tunnel Advisory Panel (TAP) services by Dr. Youssef Hashash.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is labor hour.

Refer to Attachment B – Contract Modification/Change Order Log for the modifications issued to date.

B. Cost/Price Analysis

This labor hour contract contains a fixed, negotiated labor rate established in 2025. The negotiated amount complies with all requirements of Metro's Acquisition Policy and was determined to be fair and reasonable through fact-finding, clarifications,

technical evaluation and cost analysis at the time the contract was awarded. An Independent Cost Estimate (ICE) was obtained as part of the cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
$781,459	$781,459	$781,459

TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS-8510-2493

1.	**Contract Number**: PS-8510-2493			
2.	**Contractor**: Dr. Edward Cording			
3.	**Mod. Work Description**: Continued Tunnel Advisory Pannel Services			
4.	**Contract Work Description**: Tunnel Advisory Panel Services			
5.	**The following data is current as of**: February 10, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	01/29/2010	**Contract Award Amount:**	$1,225,000
	Notice to Proceed (NTP):	01/29/2010	**Total of Modifications Approved:**	$2,446,235
	Original Complete Date:	01/28/2015	**Pending Modifications (including this action):**	$781,610
	Current Est. Complete Date:	06/30/2029	**Current Contract Value (with this action):**	$4,452,845
7.	**Contract Administrator**: Eva Rodriguez		**Telephone Number**: 213.922.1034	
8.	**Project Manager**: Matthew Crow		**Telephone Number**: 213.842.8505	

A. Procurement Background

This Board Action is to approve a Contract Modification in support of continued Tunnel Advisory Panel (TAP) services by Dr. Edward Cording.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is labor hour.

Refer to Attachment B – Contract Modification/Change Order Log for the modifications issued to date.

B. Cost/Price Analysis

This labor hour contract contains a fixed, negotiated labor rate established as part of the contract. The negotiated amount complies with all requirements of Metro's Acquisition Policy and was determined to be fair and reasonable through fact-finding, clarifications, technical evaluation and cost analysis at the time the contract was awarded. An Independent Cost Estimate (ICE) was obtained as part of the cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
$781,610	$781,610	$781,610

TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1620-80000

1.	**Contract Number**: PS1620-80000			
2.	**Contractor**: Dr. Thomas O'Rourke			
3.	**Mod. Work Description**: Continued Tunnel Advisory Panel Services			
4.	**Contract Work Description**: Tunnel Advisory Panel Services			
5.	**The following data is current as of**: February 10, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	01/29/2020	**Contract Award Amount:**	$947,457
	Notice to Proceed (NTP):	01/29/2020	**Total of Modifications Approved:**	$639,000
	Original Complete Date:	06/30/2023	**Pending Modifications (including this action):**	$642,469
	Current Est. Complete Date:	06/30/2029	**Current Contract Value (with this action):**	$2,228,926
7.	**Contract Administrator**: Eva Rodriguez		**Telephone Number**: 213.922.1034	
8.	**Project Manager**: Matthew Crow		**Telephone Number**: 213.842.8505	

A. Procurement Background

This Board Action is to approve a Contract Modification in support of continued Tunnel Advisory Panel (TAP) services by Dr. Thomas O'Rourke.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is labor hour.

Refer to Attachment B – Contract Modification/Change Order Log for the modifications issued to date.

B. Cost/Price Analysis

This labor hour contract contains a fixed, negotiated labor rate established as part of the contract. The negotiated amount complies with all requirements of Metro's Acquisition Policy and was determined to be fair and reasonable through fact-finding, clarifications, technical evaluation and cost analysis at the time the contracts were awarded. An Independent Cost Estimate (ICE) was obtained as part of the cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
$642,469	$642,469	$642,469

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1334-5600

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Increase contract value and extend period of performance to June 30, 2029	Pending	Pending	$781,459
	Modification Total:			$781,459
	Original Contract:			$329,562
	Total:			$1,111,021

CONTRACT MODIFICATION/CHANGE ORDER LOG
TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS-8510-2493

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Extend period of performance to June 30, 2015	Approved	01/09/15	$0
2	Increase contract value and extend period of performance to July 30, 2015	Approved	06/22/15	$28,915
3	Increase contract value and extend period of performance to August 31, 2015	Approved	07/17/15	$28,915
4	Increase contract value and extend period of performance to September 30, 2015	Approved	08/04/15	$28,915
5	Increase contract value and extend period of performance to June 30, 2020	Approved	09/13/15	$764,033
6	Increase contract value, update hourly rate and extend period of performance to June 30, 2023.	Approved	07/01/22	$923,457
7	Increase contract value, extend period of performance to June 30, 2026	Approved	07/01/23	$672,000
8	Increase hourly rate from $300 to $350	Approved	08/26/25	$0
9	**Increase contract value, extend period of performance to June 30, 2029**	**Pending**	**Pending**	$781,610
	Modification Total:			**$3,227,845**
	Original Contract:			**$1,225,000**
	Total:			**$4,452,845**

CONTRACT MODIFICATION/CHANGE ORDER LOG
TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1620-80000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Increase contract value, extend period of performance to June 30, 2026	Approved	07/01/23	$639,000
2	Increase hourly rate from $300 to $350	Approved	08/26/25	$0
3	**Increase contract value, extend period of performance to June 30, 2029**	**Pending**	**Pending**	**$642,469**
	Modification Total:			**$1,281,469**
	Original Contract:			**$947,457**
	Total:			**$2,228,926**

DEOD SUMMARY

TUNNEL ADVISORY PANEL SERVICES / PS1334-5600

A. Small Business Participation

When this contract was initially solicited, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Dr. Youssef Hashash will continue to perform the services as a member of the Tunnel Advisory Panel.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY

TUNNEL ADVISORY PANEL SERVICES / PS-8510-2493

A. Small Business Participation

When this contract was initially solicited, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Dr. Edward J Cording will continue to perform the services as a member of the Tunnel Advisory Panel.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY

TUNNEL ADVISORY PANEL SERVICES / PS-1620-80000

A. Small Business Participation

When this contract was initially solicited, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Thomas O'Rouke will continue to perform the services as a member of the Tunnel Advisory Panel.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Tunnel Advisory Panel Services

Contract Extensions

Construction Committee
April 15, 2026
File No. 2026-0137

Androush Danielians
Senior Executive Officer, Program Management

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) $781,459 increasing the total contract value from $329,562 to $1,111,021 and extend the contract from June 30, 2026, to June 30, 2029; and

B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $781,610, increasing the total contract value from $3,671,235 to $4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and

C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $642,469, increasing the total contract value from $1,586,457 to $2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.



Metro

TUNNEL ADVISORY PANEL



- The Tunnel Advisory Panel (TAP) was originally convened in August 1995 in response to questions posed by the Board regarding the feasibility of tunneling in Los Angeles ground conditions.
- The TAP members, Dr. Hashash, Dr. Cording, and Dr. O'Rourke, have been providing advice on Metro projects with extensive underground engineering and construction
  - Dr. Youssef Hashash - Distinguished Professor of Civil Engineering at the University of Illinois Urbana-Champaign.
  - Dr. Edward Cording - Former Professor of Civil Engineering from the University of Illinois Urbana-Champaign with emeritus status.
  - Dr Tom O'Rourke - Professor of Engineering Emeritus at Cornell University and President of the Earthquake Engineering Research Institute.
- Projects involve complex geotechnical and tunneling issues in both soils and rock for which the TAP members are uniquely qualified.

Metro

CURRENT ACTIVE PROJECTS WITH TUNNEL SEGMENTS





- Metro is currently planning, designing, and constructing rail transit projects with extensive underground engineering and construction that involve complex geotechnical and tunneling conditions
  - Purple (D) Line Extension
  - Southeast Gateway Line
  - Sepulveda Transit Project
  - Eastside Transit Corridor Phase 2
  - K Line Northern Extension
- All the projects listed above are at critical stages in their respective planning, engineering, and construction phases

Metro

Thank you

Metro

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

File #: 2026-0041, **File Type:** Contract **Agenda Number:** 11.

CONSTRUCTION COMMITTEE
APRIL 15, 2026

SUBJECT: JOB ORDER CONTRACTING SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of $5,000,000, increasing the total NTE contract amount from $499,999 to $5,499,999.

ISSUE

The Job Order Contracting (JOC) professional services contract provides support for various transit infrastructure improvement initiatives across the Metro transit system. A job order in a JOC program is an individual project assignment issued under a master contract. It defines a specific scope of work, location, and completion schedule, priced using a pre-established unit price book. It is used for quick, on-call repairs, maintenance, or renovation projects. This modification is needed to support JOC projects that require Gordian Group, Inc.'s (Gordian) professional services, including contractor training on Unit Price Books, related software for Job Order pricing development, Job Order project management, and Job Order construction management, as needed. Notice to Proceed (NTP) has been issued for one job order, and another thirteen job orders are progressing towards NTP by the end of April, under the current JOC professional services contract amount ($499,999).

BACKGROUND

Gordian serves as Metro's professional services provider in support of the JOC program, under Contract OP261685000, initially awarded in February 2025. These services are critical to the effective administration and successful execution of the JOC contract. Gordian developed and provided the Unit Price Book (UPB), which enables pre-qualified bench contractors to competitively bid work through the job order process. The UPB is a comprehensive catalog of construction and rehabilitation tasks anticipated during the program's period of performance. Independent development of a comparable price book could cost several million dollars, require significant resources, and could take up to one year to complete, and was a prerequisite for advertising the bench JOC construction contract. Gordian provided the UPB and supported Metro through the solicitation and award of the bench construction contract with no upfront costs to Metro.

DISCUSSION

The Job Order Contracting (JOC) Construction Services Bench Contracts provide a flexible and efficient delivery method to support a wide range of transit infrastructure improvements across the Metro system. The JOC program relies on the availability of a comprehensive UPB, supporting software, and ongoing professional services to ensure consistent pricing, competitive procurement, and effective project delivery.

Gordian serves as Metro's professional services provider for the JOC program and is responsible for maintaining the UPB, providing contractor training, administering the job order pricing software, and supporting job order development and construction management. These services are essential to the successful execution of JOC projects and the timely delivery of rehabilitation and improvement work.

Modification No. 2 increases the NTE amount of the contract to accommodate anticipated JOC construction activities that require Gordian's professional services support. Under the existing contract structure, Gordian is compensated only when a job order is issued to a bench contractor. Professional services fees consist of 5% for use of the Gordian-supplied UPB and pricing software, contractor training, and supporting job order development and an additional 5.95% for construction management services, if approved by the Metro project manager. Each Job Order would then be subject to either a 5% fee or a 10.95% fee total, depending on the services provided by Gordian.

The increased contract amount will allow more JOC projects to be accomplished. The current contract amount of $499,999 only supports approximately 9 job orders valued at $5 million. It is projected that up to $50 million per year in job orders will be awarded through the JOC program, resulting in an estimated $5 million per year in associated professional services costs, which will support additional job orders. This would support approximately 90 job orders per year. The proposed increase in contract authority ensures sufficient capacity to support planned JOC work without impacting project schedules.

Approval of this modification will allow Metro to continue leveraging the efficiencies of the JOC delivery method, maintain consistent pricing and quality controls, and support critical systemwide infrastructure improvements in a timely and cost-effective manner.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of JOC professional services contract, in support of JOC construction activities for maintenance of transit infrastructure assets in a State of Good Repair (SGR), as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing safe, reliable, and well-maintained facilities for both Metro riders and employees who utilize Metro transit infrastructure daily.

FINANCIAL IMPACT

This Board action increases the NTE contract amount to $5,499,999. As job orders become necessary, funding will be provided from the appropriate project requiring support. For Fiscal Year

2026 (FY26), $10,745,000 is included in the Infrastructure Program budget under capital project numbers 210131 USG Building Renovation Plan, 290010 USG Electrical & Security System, 204805 Elevator and Escalator Modernization, 212133 Divisions 1, 2, 18 CCTV Parking Lots, 205121 C Line OCS Replacement, 205694 Harbor Hump Direct Fixation, 212134 B&D Lines Auixilliary Rooms CCTV Alarm, 202338 Bus Division Improvements IV, 202814 Bus Division Improvements V, 204142 Rail Facility Improvements I, and 204817 Rail Facility Maintenance & Improvements II.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future Fiscal Years.

Impact to Budget

The current sources of funds for this action are State and Local sources. This funding is eligible for bus and rail operations.

EQUITY PLATFORM

Metro is committed to maintaining transit assets and ensuring reliable and equitable transportation service for Metro riders. The equity benefits of this action improve passenger and operational reliability of Metro transit services by ensuring that transit infrastructure assets are maintained in a state of good repair, including assets that provide transit services for disadvantaged communities. This allows Metro to deliver safe, affordable, dependable transit services connecting riders to jobs, housing, education, food services, family, and health care. Public transportation provides an important lifeline for the residents in underserved communities, and the award of this contract ensures that Metro will deliver State of Good Repair projects in more timely manner and contribute to better service delivery.

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) participation goal for this JOC Construction Services Bench procurement. However, under California's statutory guidelines for the JOC program, individual job orders valued at $250,000 or less for repair or renovation work may be set aside, on a rotational basis, for award to certified SBE or DVBE contractors on the JOC Bench. Twelve of the eighteen prime contractors on the bench are SBE certified.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to bus and rail transit infrastructure assets. Metro's Board-adopted VMT reduction targets were

designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

- Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.
- Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not increasing the Contract NTE amount. However, with a projected $50 million per year in contractor labor, Gordian's professional services and construction management would be limited to a few projects, and additional projects would require individual procurements, delaying the backlog of critical infrastructure and facility projects.

NEXT STEPS

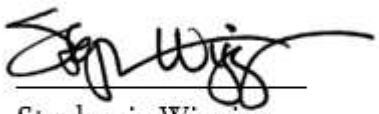
Upon approval by the Board, staff will execute Modification No. 2 to Contract OP261685000.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Daniela Amores, Senior Director Project Control, (213) 617-6283
Rudy Loera, Deputy Executive Officer, Facilities Engineering, Operations (213) 617-6225
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

JOB ORDER CONTRACTING PROFESSIONAL SERVICES/OP261685000

1.	**Contract Number**: OP261685000			
2.	**Contractor**: The Gordian Group, Inc.			
3.	**Mod. Work Description**: Increase the Not-to-Exceed (NTE) amount for professional services provided by The Gordian Group, Inc.			
4.	**Contract Work Description**: The Gordian Group, Inc. serves as Metro's professional services provider in the development and administration of the Job Order Contracting (JOC) Program and supports Metro's Vendor Contract Management Department in the preparation, review, and issuance of Job Orders.			
5.	**The following data is current as of**: March 16, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	2/28/2025	**Contract Award Amount:**	$499,999
	Notice to Proceed (NTP):	3/13/2025	**Total of Modifications Approved:**	$0
	Original Complete Date:	2/28/2029	**Pending Modifications (including this action):**	$5,000,000
	Current Est. Complete Date:	2/28/2029	**Current Contract Value (with this action):**	$5,499,999
7.	**Contract Administrator**: Antranik Banalian		**Telephone Number**: (213) 922-5223	
8.	**Project Manager**: Rudy Loera		**Telephone Number**: (213) 617-6225	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of Contract No. OP261685000 with The Gordian Group, Inc., (Gordian) for continued development, implementation, and ongoing program support of Metro's customized Job Order Contracting (JOC) program. This Modification will increase the total Not-To-Exceed (NTE) amount of the contract to ensure sufficient funding capacity to support the expanded operational needs of Metro's utilization of the JOC program under Contract No. PS133177001 through PS133177025, Job Order Contracting (JOC) Construction Services.

Since the contract award, the JOC program has become a critical vehicle to address facility repairs, capital improvements, and urgent operational needs across multiple divisions. As a result, additional program management, training, and technical services from Gordian are necessary to maintain program efficiency, pricing integrity, and schedule acceleration.

The requested increase in the NTE amount does not modify the overall scope of services but provides additional contract capacity to support the higher volume of Job Orders and expanded agency-wide utilization of the JOC program. The fee structure remains consistent with the original award, including the JOC System License fee and Job Order Development fee as outlined in the approved acquisition summary.

Approval of this Modification will allow Metro to continue leveraging Gordian's proprietary JOC system, standardized pricing catalog, and technical expertise to streamline project delivery while maintaining cost controls and compliance with Metro procurement guidelines. The increase ensures uninterrupted program support and aligns with Metro's ongoing infrastructure improvement initiatives and operational reliability goals.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

Metro utilized a cooperative purchasing agreement established by Sourcewell, a service cooperative created by the State of Minnesota that allows other government agencies the ability to participate in its agreements.

B. Cost Analysis

The recommended fee schedule has been determined to be fair and reasonable based upon market research, and confirmation from a similar transportation agency, such as Metro, that confirmed the same fee structure for similar services from Gordian. Fees for required services are: 1.95% JOC System License fee of the value of the work ordered, and 3.05% Job Order Development fee of the value of work ordered for a total of 5.00% per job order. Gordian also offers optional Construction Management Services for an additional 5.95% per job order at the request of Metro's Project Manager.

Proposal Amount	Metro ICE	Not-to-Exceed Amount
$5,000,000	$5,574,900	$5,000,000

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
JOB ORDER CONTRACTING PROFESSIONAL SERVICES/OP261685000

Mod. no.	Description	Status	Date	$ Amount
1	Revision of funding source and DEOD participation goal.	Approved	04/01/2025	$0
2	Increasing annual Not-To-Exceed amount.	Pending	4/23/2026	$5,000,000
	Modification Total:			**$5,000,000**
	Original Contract:		2/28/2025	**$499,999**
	Total:			**$5,499,999**

DEOD SUMMARY

JOB ORDER CONTRACTING SERVICES / OP261685000

A. Small Business Participation

The Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE) goal for this contract. Metro utilized a cooperative purchasing agreement established by Sourcewell, a service cooperative created by the State of Minnesota, that allows other government agencies to participate in its agreements. It is expected that Gordian Group Inc. will continue to perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

MAINTENANCE & ENGINEERING

JOB ORDER CONTRACTING SERVICES

Metro

Construction Committee Meeting
April 15, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of $5,000,000, increasing the total NTE contract amount from $499,999 to $5,499,999.

Metro

ISSUE & DISCUSSION

AWARDEE

The Gordian Group, Inc.

NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
The Gordian Group, Inc.	$5,000,000	$5,574,900	$5,000,000

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) participation goal for this JOC Construction Services Bench procurement. However, under California's statutory guidelines for the JOC program, individual job orders valued at $250,000 or less for repair or renovation work may be set aside, on a rotational basis, for award to certified SBE or DVBE contractors on the JOC Bench. Twelve of the eighteen prime contractors on the bench are SBE certified.

Metro

ISSUE & DISCUSSION

ISSUE

The Job Order Contracting (JOC) professional services contract is intended to provides support for various transit infrastructure improvement initiatives across the Metro transit system. This modification is needed to support JOC projects requiring professional services that include contractor training of Unit Price Books, related software needed for Job Order pricing development, Job Order project management, and Job Order construction management as needed.

DISCUSSION

Modification No. 2 increases the NTE amount of the contract to accommodate anticipated JOC construction activities. It is projected that up to $50 million per year in Job Order Contracts will be awarded through the JOC program, resulting in an estimated $5 million per year in associated professional services costs.

Metro

File #: 2026-0098, **File Type:** Contract **Agenda Number:** 12.

CONSTRUCTION COMMITTEE
APRIL 15, 2026

SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of $7,501,189, increasing the Total Contract Value from $20,714,530 to $27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and

B. APPROVE programming an additional $10,701,189, increasing the programmed Measure R 3% and TIRCP funds from $26,378,741 to $37,079,930, in order to achieve shovel-ready project status.

ISSUE

At its December 2025 Meeting, the Board received and filed the East San Fernando Valley Shared Railroad Right of Way Study final report and approved the Scenario 2 Metrolink Option as the preferred alternative for the East San Fernando Valley Light Rail Transit Project. At the same meeting, staff was authorized to continue the planning work on improvements related to Scenario 2, consisting of rail crossing safety improvements at six at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL) among other improvements.

The rail crossing safety improvements at the six at-grade rail crossing locations are within the footprint of the Brighton to Roxford Double Track project, requiring staff to review the impact of the East San Fernando Valley Shared Right-of-Way Study and the subsequent Board direction on this Project. This effort is required to rescope the Brighton to Roxford Double Track Project (Project) to account for the changes made per the recommendations from the East San Fernando Valley Shared Right-of-Way Study. Board approval of the staff recommendations will allow the Brighton to Roxford Double Track Project Team to advance design effort associated with the six at-grade crossing improvements and bring the overall Brighton to Roxford Double Track Project to shovel-ready level while continuing to explore construction funding opportunities for this Project. The

Project Team also plans to advance four at-grade crossings in Segment 4, as this segment is most advanced in terms of design level, to comply with period of performance requirements associated with Transit and Intercity Rail Capital Program (TIRCP) grants.

BACKGROUND

To expand the future commuter rail service and improved network integration along the Metrolink Antelope Valley Line corridor, there are a total of four planned modules: 1) at-grade crossing safety improvements at all at-grade crossings along this rail corridor, 2) double tracking the Metrolink Antelope Valley Line from Burbank to Sylmar, 3) adding an in-fill station near Van Nuys Boulevard and 4) adding a mobility hub adjacent to Van Nuys Boulevard and San Fernando Road . The Brighton to Roxford Double Track Project and At-grade Crossing Safety Improvements would enable uninterrupted commuter and intercity rail service through the cities of Burbank and San Fernando and the communities of Sun Valley, Pacoima and Sylmar.

At its December 2025 meeting, the Board authorized staff to proceed with the 30% preliminary engineering design and obtain environmental clearance of the at-grade crossing safety improvements along the Metrolink Antelope Valley Line in the north San Fernando Valley as a result of the East San Fernando Valley Shared Railroad Right-of-Way Study findings. These 6 at-grade crossings (4 within City of San Fernando and 2 within City of Los Angeles) are within the project footprint of the original Brighton to Roxford Double Track Project - Segment 3, for which the Board previously directed staff to coordinate with the East San Fernando Valley Transit Corridor Team, awaiting completion of the East San Fernando Valley Shared Railroad Right of Way Study (Study). Based on findings from the recently completed Study, it was determined that the future LRT will not share the right-of-way with the existing Metrolink Antelope Valley Line single-track corridor. The project team now needs to a) separate the six at-grade crossings in Segment 3 from the original Brighton to Roxford Double Track Project, under the assumption that these at-grade crossing improvements will be constructed ahead of the double track project, under a separate package and b) re-scope the existing Brighton to Roxford Double Track Project to account for any impacts of the Study found on the Project, and the assumption that the double track portion of the project will be constructed after these at-grade crossing safety improvements being constructed in place, and c) advance four at-grade crossings in Segment 4 to comply with period of performance requirements associated with TIRCP grants.

The at-grade crossing safety improvements for each of these six locations typically include the additions of automatic warning device assembly (vehicular exit gates), pedestrian protection gates at all approaches, additions of hand railings and emergency exit swing gates, ADA ramps to meet the current requirements, additional warning signs, flashers and bells, raised center medians, upgrading the signal controller housing at each crossing locations, upgrading the traffic signal pre-emption at nearby signalized intersections etc. The additional four at-grade crossings in Segment 4 will also have similar safety improvements.

At the beginning of design phase of the Brighton to Roxford Double Track Project, while waiting for the Study to be completed, staff also paused the NEPA clearance process since there are some time-sensitive studies that need to be current at the time of submitting the application for NEPA clearance. Without knowing the application submission timeline, it would have been risky to

proceed with this work. Now that a decision has been made on the East San Fernando Valley Light Rail Transit Project, the design team has a clear direction to proceed with the work. Understanding that NEPA clearance is necessary for the project, the design team needs to rework the remaining NEPA application to account for the changes since the CEQA clearance was secured in 2017.

Metro will continue to seek state and federal level grant opportunities for the remaining construction funding needed as the capital project continues to advance to a shovel-ready level.

DISCUSSION

The Brighton to Roxford Double Track Project was originally planned to be designed and built as a single project. In order to be consistent with the other projects in the area (City of Los Angeles Bike Path Project and the East San Fernando Valley Light Rail Transit Project), the Board authorized the Project Team to proceed with the project in a four-phased/segmented approach during the Board Meeting held in July 2018 . Currently, Segment 1 (Control Point Brighton to Sun Valley Siding) is at 100% design review stage. Segment 2 (Sun Valley Siding to Van Nuys Boulevard) is at approximately 80% final design stage. Segment 3 (Van Nuys Boulevard to Sylmar/San Fernando Station) is at the preliminary design stage (paused since April 2017), and Segment 4 (Sylmar/San Fernando Station to Control Point Roxford) is at approximately 80% design phase.

With the new direction from the Board at its December 2025 meeting to advance the at-grade crossing safety improvement work in Segment 3 ahead of the rest of the project and separate these improvements from the original Segment 3 package, the design team needs to modify the current design to account for the technical findings identified at the East San Fernando Valley Shared Railroad Right of Way Study, potential track alignment modifications to account for the Light Rail Transit alternative not continuing in the corridor, to accommodate the future in-fill Metrolink station at Van Nuys Boulevard, and the soon to be constructed San Fernando Bike Path Project initiated by the City of Burbank while maintaining the current Metrolink train services along Antelope Valley Line uninterrupted. In addition, the Project Team plans to advance four at-grade crossings in Segment 4 to comply with the period of performance requirements associated with TIRCP grants. All of these project elements and changes were not accounted for when staff first negotiated the scope of the Project with the design team. For this request, staff proposes to allocate budget in anticipation of potential land acquisition needs for any advance utility relocations required outside Metro’s right-of-way.

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	$20,214,759	$7,501,189	$27,715,948
Agency - Metro	$2,500,000	$1,800,000	$4,300,000
Outreach	$369,232	$150,000	$519,232
Real Estate/ Acquisition of Land	$30,300	$1,000,000	$1,030,300

Project Controls	$88,450	$250,000	$338,450
3rd Party Agreements - City/County/Others	$3,176,000	$0	$3,176,000
Total Project Cost	$26,378,741	$10,701,189	$37,079,930

Table 1: Brighton and Roxford Double Track Project

Community Outreach:

Metro staff will develop a comprehensive community outreach program to engage the north San Fernando Valley communities regarding the latest developments and future planning of the Antelope Valley Improvements, including the Brighton to Roxford Project and the San Fernando Valley/Pacoima Metrolink Station and Mobility Hub. The funding plan for Brighton to Roxford identifies $150,000, which will be combined with funding from Countywide Planning and Development for the planning work for the Metrolink Station and Mobility Hub for Community Relations to secure an outreach contractor in Spring/Summer 2026 from its Communications Bench. The outreach efforts will build from the robust engagement conducted during the East San Fernando Valley Shared Right of Way Study and will continue to maximize public participation in the diverse communities of the north San Fernando Valley by enhancing accessibility and eliminating barriers to engagement, supported by strategic partnerships with the San Fernando Valley Council of Governments, the City of San Fernando, federal, state and local elected officials, and community-based organizations.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety, rather it will improve the safety of the San Fernando Valley community. The at-grade crossing improvements in San Fernando will be designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The recommended $10,701,189 programming is part of FY26 Adopted and FY27 Proposed Budgets for this Project. This is a multi-year capital project, and the Project Manager of Regional Rail under Program Management and the Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail for project number 460074 as shown in Attachment D, Brighton to Roxford Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY26/27 and future fiscal year programming for the project is TIRCP and Measure R 3% Transit Capital. These funds are not eligible for use in Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Antelope Valley Line Improvements - Brighton to Roxford Double Tracks & At-grade Crossings Safety Improvement Project falls in the City of San Fernando and the neighborhoods of Pacoima and Sylmar areas within City of Los Angeles, along the Metrolink Antelope Valley Line. These communities were identified as Equity Focus Communities (EFCs) in prior analyses. The six grade crossings are all located in census tracts in the categories of “Very High Need” and “High Need” in Metro’s 2022 Equity Need Index (MENI). The median income is $40,823 in the Antelope Valley, according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below $50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

This project will enhance safety and improve line reliability, on-time performance and lead to more reliable commuter rail service for the communities located in the vicinity of the project, which comprises of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents. The community of the City of San Fernando will directly benefit from this project.

STV Incorporated (STV) made a 26.62% Small Business Enterprise (SBE) commitment on this contract. The current level of participation is 33.60% SBE, exceeding the commitment by 6.98%.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro’s systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans’ Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital improvements improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the work associated with the six at-grade crossing improvements in Segment 3, four at-grade-crossings in Segment 4, and the rescoping of the existing Brighton to Roxford Double Track Project to account for any impact of the ESFV ROW Study findings on the Project. This is not recommended since the northern San Fernando Valley communities have serious concerns about the pedestrian safety of these at-grade crossings and the close proximity of these crossings to the nearby middle school. For the City to pursue other grants to fund the design and construction of the project (such as Section 130 Grade Crossing Hazard Elimination Program of the CPUC), a 30% design is necessary when submitting the grant application. Additionally, advancement of Segment 4 at-grade crossings is necessary to comply with the performance requirements of associated TIRCP grants.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in order to complete the preliminary engineering and environmental clearance for the At-grade Crossing Improvements in the northern San Fernando Valley and modify the remaining project elements of the Brighton to Roxford Double Track Project to shovel-ready level, accounting for the project to be constructed in separate phases. Staff will continue close coordination with Countywide Planning and Development on the Antelope Valley Line Improvements - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub and conduct robust community engagement.

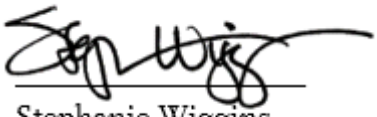
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Brighton to Roxford Funding and Expenditure Plan

Prepared by:

Charles Tsang, Program Management, Regional Rail (213) 418-3810
Kavita Mehta, Executive Officer, Regional Rail (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

1.	**Contract Number**: PS2415-3412			
2.	**Contractor**: STV Inc.			
3.	**Mod. Work Description**: This modification is to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and extend the period of performance through 6/30/28.			
4.	**Contract Work Description**: Professional services to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting and final design engineering.			
5.	**The following data is current as of**: 3/18/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	07/23/15	**Contract Award Amount:**	$12,490,781
	Notice to Proceed (NTP):	08/25/15	**Total of Modifications Approved:**	$8,223,749
	Original Complete Date:	09/01/18	**Pending Modifications (including this action):**	$7,550,309
	Current Est. Complete Date:	06/30/28	**Current Contract Value (with this action):**	$28,264,839
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Charles Tsang		**Telephone Number**: (213) 348-3810	

A. Procurement Background

This Board Action is to approve Modification No. 12 to Contract No. PS2415-3412 to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and extend the period of performance from July 31, 2026, to June 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable.

On July 23, 2015, the Board awarded a cost reimbursable Contract No. PS2415-3412 to STV Inc. in the amount of $12,490,781 for the Brighton to Roxford Double Track Project.

A total of eleven modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical analysis, fact finding and negotiations. Staff successfully negotiated a savings of $104,544.

Proposal Amount	Metro ICE	Recommended Amount
$7,654,853	$7,258,885	$7,550,309

CONTRACT MODIFICATION/CHANGE ORDER LOG

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Supplemental scope for flagging crews, right of entry (ROE) permits and field survey work on SCRRA (Metrolink) rail track.	Approved	09/24/15	$51,700
2	Supplemental scope for environmental clearance per the National Environmental Policy Act.	Approved	09/20/16	$90,948
3	No cost period of performance (POP) extension through 09/01/20 to complete Phase 2 of the project.	Approved	08/14/18	$0
4	Supplemental scope for completion of environmental clearance and 100% design documents.	Approved	10/25/18	$2,203,529
5	Supplemental additional design tasks and POP extension through 07/30/21.	Approved	4/30/20	$101,375
6	No cost POP extension through 06/30/22.	Approved	7/29/21	$0
7	Supplemental geotechnical investigation, far side American with Disabilities Act ramps, relocation of Sun Valley Station pedestrian crossing, revise raised median design and Hollywood Way Underpass lighting, traffic engineering and POP extension through 12/31/22.	Approved	7/26/22	$499,511
8	No cost POP extension through 04/28/23.	Approved	12/12/22	$0
9	No cost POP extension through 07/31/23.	Approved	4/3/23	$0
10	Signal and communication design coordination and modifications to the Brighton to	Approved	7/27/23	$4,776,915

	Roxford project, divide the project into four segments and POP extension through 7/31/26.			
11	Supplemental scope to address comment resolution meetings with project stakeholders as a result of 90% final design submittal.	Approved	8/7/25	$499,771
12	Advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and POP extension through 6/30/28.	**Pending**	**Pending**	**$7,550,309**
	Modification Total:			**$15,774,058**
	Original Contract:		**07/23/15**	**$12,490,781**
	Total:			**$28,264,839**

ATTACHMENT C

DEOD SUMMARY

ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

A. Small Business Participation

STV Incorporated (STV) made a 26.62% Small Business Enterprise (SBE) commitment on this contract. Based on payments, the project is 76% complete. The current level of participation is 33.60% SBE, exceeding the commitment by 6.98%.

Small Business Commitment	26.62% SBE	Small Business Participation	33.60% SBE

	SBE Subcontractors	% Committed	Current Participation[1]
1.	B A Inc.	4.07%	3.98%
2.	Ryan Snyder Associates, LLC (Terminated)	0.20%	0.05%
3.	Cornerstone Studios, Inc.	0.55%	0.31%
4.	Diaz Consultants, Inc.	2.52%	4.46%
5.	Epic Land Solutions, Inc.	0.94%	0.06%
6.	LIN Consulting, Inc.	2.88%	4.93%
7.	Pacific Railway Enterprises, Inc.	11.33%	15.32%
8.	Wagner Engineering & Survey, Inc.	4.13%	2.92%
9.	Safeprobe, Inc.	Added	1.57%
	Total	**26.62%**	**33.60%**

[1]*Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Regional Rail Projects Funding and Expenditure Plan

Brighton to Roxford Double Track Project Project Number: 460074 Project Programming					
Use of Funds	**Inception thru FY25**	**FY26**	**FY27**	**FY28+**	**Total Capital Costs**
Professional Services	18,000,000.00	3,980,000.00	5,735,948.00	0.00	27,715,948.00
Agency - Metro	2,470,000.00	255,000.00	600,000.00	975,000.00	4,300,000.00
Outreach	334,616.00	54,616.00	100,000.00	30,000.00	519,232.00
Real Estate/ Acquisition of Land	20,300.00	25,000.00	25,000.00	960,000.00	1,030,300.00
Project Controls	253,600.00	22,000.00	22,000.00	40,850.00	338,450.00
3rd Party Agreements - City/County/Others	1,623,000.00	50,000.00	200,000.00	1,303,000.00	3,176,000.00
Total Project Cost	22,701,516.00	4,386,616.00	6,682,948.00	3,308,850.00	37,079,930.00
Source of Funds	**Inception thru FY25**	**FY26**	**FY27**	**FY28+**	**Total Project Funding**
Measure R 3%	25,009,366.00	1,000,000.00	3,250,000.00	320,564.00	29,579,930.00
Measure M - MSP Transit Program Funds, North County Subregion	250,000.00			0.00	250,000.00
TIRCP 2020, Cycle 4	250,000.00	3,500,000.00	3,500,000.00	0.00	7,250,000.00
Total Project Funding	25,509,366.00	4,500,000.00	6,750,000.00	320,564.00	37,079,930.00

Antelope Valley Line Improvements - Brighton to Roxford Double Track Project

Construction Committee
April 23, 2026

RECOMMENDATIONS

Staff is requesting Board Approval to:

A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of $7,501,189, increasing the Total Contract Value from $20,714,530 to $27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and

B. APPROVE programming an additional $10,701,189 , increasing the programmed Measure R 3% and TIRCP funds from $26,378,741 to $37,079,930, in order to achieve shovel-ready project status.

BACKGROUND

1. The Brighton to Roxford Double Track (B2RDT) Project will improve network integration along the Antelope Valley Line corridor. It was originally designed as one project and eventually broken into four segments

2. On December 4, 2025, Metro Board received and filed the East San Fernando Valley Shared Railroad Right of Way Study (ESFV ROW Study) which approved Scenario 2 Metrolink Option as the preferred alternative, and authorized staff to continue planning work on improvements related to Scenario 2.

3. The rail crossing safety improvements are within the footprint of B2RDT Project which was put on hold until a decision was made on ESFV ROW Study. This decision allows the B2RDT project to move forward with the next steps.

Segment 4:
4 at-grade crossings safety improvements at approx. 80% design complete*

Segment 3:
6 at-grade crossings safety improvements at prelim. design stage (approx. 30%)*

Segment 2:
80% design complete

Segment 1:
100% design completed, under final review

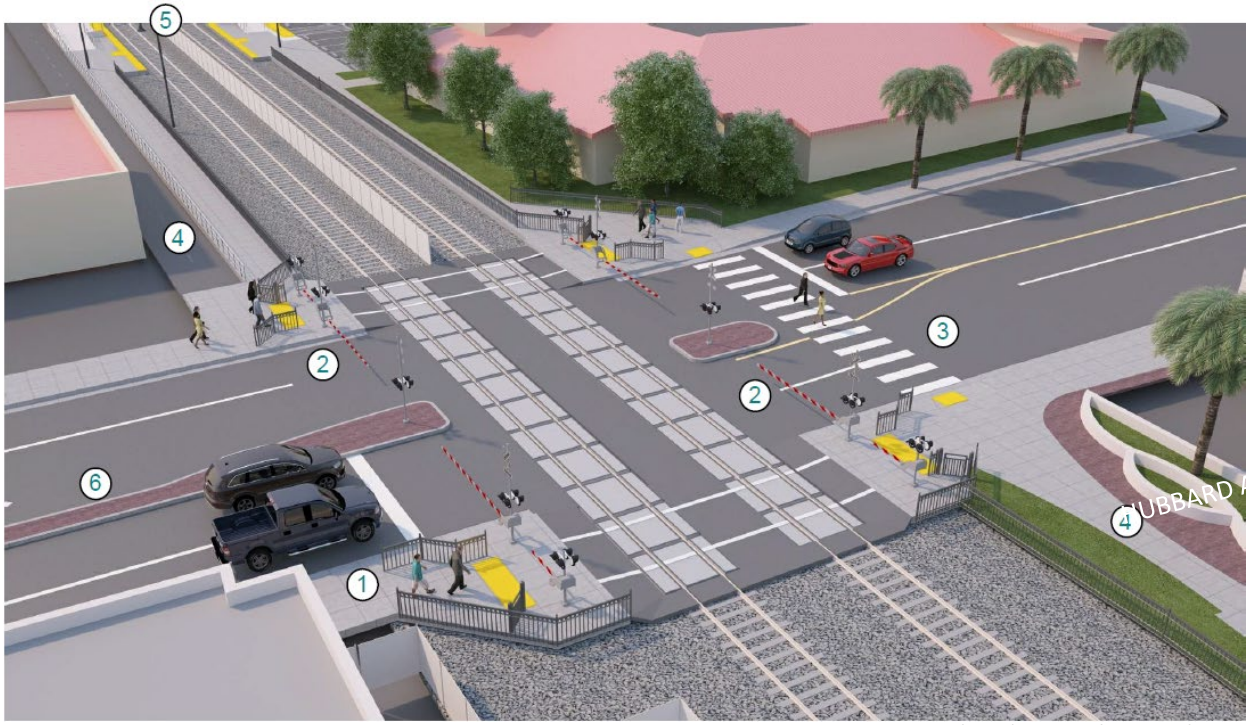
***Note: % completion based on entire segment to be constructed at the same timeframe.**



Metro

BENEFITS OF TYPICAL AT-GRADE CROSSING SAFETY IMPROVEMENTS

Antelope Valley Line Improvements – Brighton to Roxford Double Track Project



Conceptual rendering; subject to change

1. Pedestrian Safety Improvements
2. Four Quadrant Gate System
3. Crosswalk
4. Bike Path
5. Sylmar/San Fernando Metrolink Station
6. Raised Median

> **Provide enhanced safety at existing at-grade roadway crossings and pedestrian-only crossing along the Antelope Valley Line railroad corridor as early works package.**

> **Allow Metro to coordinate with the Cities of San Fernando and Los Angeles to pursue CPUC Section 130 Railroad-Highway Crossing Program Funds to eliminate hazards at existing public road crossings.**

> **Comply with the period of performance requirements of the available Transit and Intercity Rail Capital Program (TIRCP) grant.**

Metro

USE OF FUNDS

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	$20,214,759	$7,501,189	$27,715,948
Agency - Metro	$2,500,000	$1,800,000	$4,300,000
Outreach	$369,232	$150,000	$519,232
Real Estate/Acquisition of Land	$30,300	$1,000,000	$1,030,300
Project Controls	$88,450	$250,000	$338,450
3rd Party Agreements (City/County/Others)	$3,176,000	$0	$3,176,000
Total Project Cost	$26,378,741	$10,701,189	$37,079,930

Metro

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in order to complete:

a. Preliminary engineering and environmental clearance for the 6 at-grade crossing improvements in north San Fernando Valley (segment 3) as early works package,
b. Final Plan, Specifications & Estimate (PS&E) for the 4 at-grade crossing safety improvements within segment 4,
c. Design for the remaining project elements (segments 1 thru 4) to shovel-ready level, accounting for the project to be constructed in separate phases.

Staff will continue coordination with Metro Planning for the future Antelope Valley Line Improvements San Fernando Valley/Pacoima Metrolink Station and Mobility Hub projects;

Conduct comprehensive and inclusive community outreach in the northeast San Fernando Valley communities.

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

Metro

Board Report

File #: 2025-0881, **File Type:** Contract **Agenda Number:** 20.

FINANCE, BUDGET, AND AUDIT COMMITTEE
APRIL 16, 2026

SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS73428000 with Genex Services, LLC in the amount of $259,125 to continue to provide workers' compensation utilization and peer review, physician consulting, and expedited review services, increasing the contract value from $609,090 to $868,215.

ISSUE

Metro's current contract for workers' compensation (WC) utilization and peer review services expires on June 30, 2027. There has been an increase in contract usage, attributed to the current open WC claims of 2,437, up from 1,429 at the start of FY21. This contract modification will ensure that WC utilization and peer review, physician consulting, and expedited review services can continue through June 30, 2027.

BACKGROUND

Metro is a self-insured, self-administered employer that administers WC claims through the WC division of the Risk Management Department (RMD). RMD's WC division processes thousands of WC related payments monthly for items such as medical services, equipment, pharmaceuticals, legal fees, indemnity benefits, and other expenses.

Consistent with industry best practices, RMD uses a variety of techniques to lower WC medical expenditures. Such techniques include bill review, utilization review (UR), Preferred Provider Organizations (PPO) discounts, and nurse case management services.

The California Labor Code specifies that insurers and self-insured employers may evaluate the appropriateness of medical care prescribed by an injured employee's treating physician or other medical provider and may deny treatments inconsistent with accepted protocols. Types of treatment subject to review include surgeries, some diagnostic tests, physical therapy, and others. This UR process in California and other states has decreased medical and indemnity costs by reducing unnecessary medical treatments.

The WC division's in-house occupational nurse certifies acceptable treatments or tests. Non-certified treatments are forwarded to a peer-review physician, as required by law, to review specific medical documentation and issue a report citing the guidelines under which the requested treatment complies or fails to comply. For complicated cases, a more extensive consultation with a physician regarding treatment options may be requested. Administrative rules specify a five-day timeframe for insurers and self-insured employers to respond to a treatment request. Hence, a very fast response time is necessary to complete reviews and avoid potential penalties or sanctions.

On May 26, 2021, the Board awarded a four year base term contract with two two-year options to Genex Services, LLC for WC utilization and peer review, physician consulting, and expedited review services.

DISCUSSION

Due to system expansion, Metro's workforce has increased by 20%, rising from 10,219 FTE employees in FY21 to 12,260 in FY26. Consequently, the WC division has seen an increase in the average monthly number of claims filed and open claims, leading to a higher volume of medical bills and an increase in the medical care prescribed.

Under California Division of Workers' Compensation regulations, the WC Division refers non-certified medical care to UR to ensure compliance with the Medical Treatment Utilization Schedule, evidence-based medicine standards and Labor Code §4610 requirements. The WC division has increased its contract usage year over year, going from 153 UR referrals in the first contract year to 572 referrals in contract year 4.

Metro has implemented and is actively working to further implement various mitigation strategies to reduce WC claims and costs. Mitigative measures include the implementation of full bus barriers, bolstering Metro's Return to Work program, implementation of Bus Riding Teams by Department of Public Safety, de-escalation training created by Corporate Safety, and partnering with Operations to enhance claims investigations. These efforts resulted in a 10% reduction of claims in FY25 compared to FY24.

DETERMINATION OF SAFETY IMPACT

Receiving timely medical care is critical to injured Metro employees. Approval of this item will support the WC division's ability to administer claims promptly.

FINANCIAL IMPACT

The FY26 Budget includes $3.01 million for Workers' Compensation related professional and technical services in Project 100004, PRMA - Workers' Compensation, under Cost Center 0531, Non-Departmental Operations Risk Management.

Since this is a multi-year contract, the cost center manager and the Chief Risk, Corporate Safety, and Asset Management Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funding for this action will come from federal, state, and local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets by supporting the use of industry best practices that reduce costs associated with the administration of Metro's WC program. The WC program provides workers' compensation medical benefits that allow injured employees to recover from an injury and maintain staffing levels that allow Metro to continue providing services. At the time of the solicitation, the Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of subcontracting opportunities. Genex Services, LLC did not make a DBE commitment.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides WC utilization review services in accordance with the CA Labor Code and determines the highest level of savings to reduce medical expenditures. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals #1) "Provide high-quality mobility options that enable people to spend less time traveling," and #5) "Provide responsive, accountable, and trustworthy governance within the Metro organization." This Board action supports the use of industry best practices that reduce costs associated with the administration of Metro's WC program.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendation. This option is not recommended since this service is legally mandated by the CA Labor Code to dispute treatment requests. A Utilization Review

(UR) must be utilized for any treatment that may not be medically necessary. While Metro staff and the nurse case managers may approve warranted treatment, any denial based on medical necessity must, by law, be issued by a qualified medical professional through the UR process. Further, failing to approve would prevent Metro from realizing significant medical cost savings generated by UR services.

NEXT STEPS

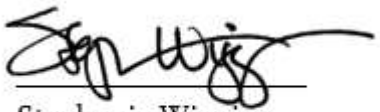
Upon Board approval, staff will execute Modification No. 2 to Contract No. PS73428000 with Genex Services, LLC to continue to provide WC utilization and peer review, physician consulting, and expedited review services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/ Change Order Log
Attachment C - DEOD Summary

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES / PS73428000

1.	**Contract Number**: PS73428000			
2.	**Contractor**: Genex Services, LLC			
3.	**Mod. Work Description**: Continue to provide existing services.			
4.	**Contract Work Description**: Provide Workers' Compensation utilization and peer review, physician consulting, and expedited review services.			
5.	**The following data is current as of**: 2/26/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	5/26/21	**Contract Award Amount:**	$400,000
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$209,090
	Original Complete Date:	6/30/25	**Pending Modifications (including this action):**	$259,125
	Current Est. Complete Date:	6/30/27	**Current Contract Value (with this action):**	$868,215
7.	**Contract Administrator**: David Hernandez		**Telephone Number**: (213) 922-4254	
8.	**Project Manager**: Claudia Castillo del Muro		**Telephone Number**: (213) 922-4518	

A. Procurement Background

This Board Action is to approve Modification No. 2 to Contract No. PS73428000 to continue providing workers' compensation utilization and peer review, physician consulting, and expedited review services.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit rate.

On May 26, 2021, Metro awarded an eight-year (inclusive of two, two-year options) Contract No. PS73428000 to Genex Services, LLC to provide workers' compensation utilization and peer review, physician consulting, and expedited review services.

One modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on the firm's fixed unit rates that were established and evaluated as part of the competitive award in May 2021. Rates remain unchanged and are lower than current market rates for similar services.

Proposal Amount	Metro ICE	Recommended Amount
$259,125	$259,125	$259,125

CONTRACT MODIFICATION/CHANGE ORDER LOG

WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES / PS73428000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Exercise the first, two-year option term, extending the period of performance (POP) through June 30, 2027.	Approved	5/23/2025	$209,090
2	Continue to provide existing services.	**Pending**	**Pending**	$259,125
	Modification Total:			**$468,215**
	Original Contract:		**5/26/21**	**$400,000**
	Total:			**$868,215**

DEOD SUMMARY

WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES / PS73428000

A. Small Business Participation

Genex Services, LLC (Genex) did not make a Disadvantaged Business Enterprise (DBE) commitment on this contract. It is expected that Genex, along with their non-certified subcontractor, The P&S Network, Inc., will continue to perform the services of this contract using their own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Workers' Compensation Utilization and Peer Review Services

Finance, Budget, and Audit Committee
April 16, 2026
File #2025-0881

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS73428000 with Genex Services, LLC in the amount of $259,125 to continue to provide workers' compensation utilization and peer review, physician consulting, and expedited review services, increasing the contract value from $609,090 to $868,215.

Metro

Background

- Utilization and peer review (UR) services are consistent with industry best practice.
- It is a primary technique employed to lower workers' compensation-related medical expenditures.
- CA Labor Code specifies self insured employers may evaluate appropriateness of medical care.
- On May 26, 2021, the Board awarded a four-year base term contract with two two-year options to Genex Services, LLC for workers' compensation (WC) utilization and peer review, physician consulting, and expedited review services.

Metro

Utilization and Peer Review Services

- There has been an increase in contract usage, attributed to the current open WC claims of 2,437, up from 1,429 at the start of FY21.
- Under California Division of Workers' Compensation regulations, the WC Division refers non-certified medical care to UR to ensure compliance with the Medical Treatment Utilization Schedule, evidence-based medicine standards and Labor Code §4610 requirements.
- The WC division has increased its contract usage year over year, going from 153 UR referrals in the first contract year to 572 referrals in contract year 4.

Metro

Next Steps

Upon Board approval, staff will execute Modification No. 2 to Contract No. PS73428000 with Genex Services, LLC to continue to provide WC utilization and peer review, physician consulting, and expedited review services.

Metro


Thank you.
Metro

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

Metro

Board Report

File #: 2025-1060, **File Type:** Program **Agenda Number:** 21.

FINANCE, BUDGET, AND AUDIT COMMITTEE
APRIL 16, 2026

SUBJECT: PROPERTY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of $10 million for the 12-month period of May 10, 2026 through May 10, 2027.

ISSUE

Property insurance protects Metro's assets, including structures, fleets, and improvements. Property insurance is also mandated through contractual obligations, including lease and leaseback agreements covering several of Metro's operating assets. The All-Risk Property and Boiler and Machinery insurance policies expire on May 10, 2026.

BACKGROUND

Metro's insurance broker, Marsh USA, LLC (Marsh USA), is responsible for marketing the property insurance program to qualified insurance carriers. Marsh USA is a newly selected insurance broker for Metro and has demonstrated market depth and expertise to secure the best programs to fulfill the needs of a large transit risk. In this continuing hard market, quotes are currently being received from, and negotiations are ongoing with, carriers that have acceptable A.M. Best ratings that are indicative of acceptable financial soundness and the ability to pay claims. Premium indications are based on current market expectations. Final pricing, however, is not yet available as Marsh USA continues to broker the most competitive pricing for Metro.

Metro established the Excess Commercial Property Insurance program to protect against insured losses. Each year, Risk Management collaborates with our insurance broker to prepare for the upcoming marketing process, secure the data required to approach underwriters, and obtain the most competitive coverage and premium available.

Initial discussions begin in the first quarter of the fiscal year through an evaluation of market conditions to determine coverage availability and the premium levels indicated. Once established, an annual stewardship meeting is conducted in September to review what data will be required,

including new infrastructure, such as rolling stock (bus, rail, and non-revenue vehicles), real property (buildings and facilities), business personal property (equipment, furniture), and newly completed projects. Risk Management obtains status data, including targeted completion dates of various projects, to provide an accurate account of the agency's present and future property exposures.

Risk Management compiles updated information, including projected revenues, payroll, property valuations, and property distribution, as needed. Once internal data is collected, it is forwarded to Marsh USA for presentation to the domestic insurance marketplace and international markets in London, Bermuda, and European markets. Due to timing requirements, Marsh USA approaches underwriters in January to ensure that data is current. Initial indications of interest and costs generally become apparent in late March.

Marsh USA provides a not-to-exceed number that serves two functions. First, it establishes an amount that Risk Management can use to approach the CEO and Board for approval to bind the new program, mitigating a potential gap in insurance coverage. Second, it allows the broker ample time to continue negotiating with underwriters to ensure Metro secures the most competitive pricing. It should be noted that the current not-to-exceed amount is $1 million less than the previous renewal cycle. This is due to the effective marketing efforts by the new insurance broker Marsh USA.

DISCUSSION

Metro’s assets are currently valued at approximately $23.27 billion, an increase from last year’s $22.02 billion. This growth primarily reflects general replacement cost inflation and the adjustment of both heavy and light rail vehicles valuation. Additionally, Metro will incorporate the D Line Subway Extension Project - Phase 1, which has been fully integrated into the overall statement of values to ensure continuous protection during its transition into revenue operations.

Marsh USA has actively marketed Metro’s property insurance program to qualified carriers to secure coverage with Probable Maximum Loss (PML) limits of at least $650 million. Currently, quotations are being developed by carriers with acceptable A.M. Best financial ratings. Final pricing remains pending; however, the quotes, including contingencies for potential adjustments, establish a not-to-exceed cost framework prior to policy binding.

The existing property program features an All-Risk deductible of $1,000,000, excludes earthquake coverage, and applies a flood deductible of 5% per location, subject to a $1,000,000 minimum. Marsh USA continues to negotiate deductible levels and coverage terms for selected Metro assets, including rolling stock, non-revenue vehicles, and potential flood exposures in subway tunnels. Under the current program, All-Risk coverage provides up to $650 million per occurrence for losses exceeding the deductible, except for flood-related damages, which are covered up to $150 million. Tsunami and tunnel flood coverage is capped at $50 million with a $1,000,000 deductible. Accordingly, authority is requested to proceed with the upcoming property renewal program, maintaining a minimum coverage limit of $650 million and a not-to-exceed deductible of $1 million. Attachment A outlines the proposed renewal program structure within these parameters. The not-to-exceed premium includes contingencies for premium adjustments, taxes, and fees as negotiations continue.

Metro has historically opted not to purchase earthquake coverage, based on the expectation that

federal and state disaster funding would support restoration efforts following a major event. This approach aligns with the practices of other large local government agencies in the region.

Similarly, Metro rejected the property carriers' offer to extend coverage for terrorism as defined under the US government backed coverage under the Terrorism Risk Insurance Act of 2002, as amended ("TRIA"), as such coverage is included in the standalone terrorism placement secured in August 2025 which provides coverage for terrorism events "certified" under TRIA as well as non-certified events.

The property insurance program employs a layered structure, with multiple carriers sharing coverage to diversify risk. Continuous monitoring by Marsh USA and internal teams ensures all participating insurers maintain strong financial ratings, as verified by A.M. Best and other agencies.

Between January and March 2026, Marsh USA engaged with numerous domestic and international insurers, presenting Metro's property risks and supplemental data. Discussions highlighted Metro's extensive security infrastructure, fire protection measures, loss control programs, and relatively low flood risk. The program's favorable loss history, recent construction, and State of Good Repair initiatives contribute to its positive reception in the insurance market.

To foster competition and increase capacity, Marsh USA solicited bids from both incumbent and new insurers. With each renewal cycle, carriers will shift based on current underwriting appetite and pricing, and in some cases new carriers will be introduced on the program to maintain the most competitive program structure.

Buyers continue to benefit from multiple factors that have led to the continued deployment of capacity to the market. This influx of capacity has heightened competition with program structure, pricing, and coverage options. While volatility remains, the insurance and reinsurance sectors are on a strengthened foundation after re-underwriting their portfolios and strategically reallocating capacity in recent years. Consequently, the market is now well-positioned to handle annual catastrophe losses of approximately $150 billion.

Metro has benefited from some of the lowest insurance rates among transit agencies and remains an attractive risk to insurers. However, the sector's risk profile has become less favorable in recent years, leading carriers to reduce their appetite for transit risks. Despite these challenges, Metro's strong insurability, excellent loss record, and Marsh USA's effective marketing efforts position it advantageously relative to other transit agencies worldwide.

DETERMINATION OF SAFETY IMPACT

Approval of this procurement positively impacts the safety of Metro's patrons and employees. Property insurance carriers will perform certain facility inspections to mitigate potential risks or hazards and provide an overall risk assessment of Metro's assets as they underwrite the program. In addition, carriers may provide best-practice guidance to enhance Metro's risk profile.

FINANCIAL IMPACT

The funding for the initial two months of $1,832,931 for this action is included in the FY26 Budget

within cost center 0531 - Risk Management (Non-Departmental Costs), allocated across the following projects: 100001 - General Overhead; 300022 - Rail Operations (A Line); 300033 - Rail Operations (C Line); 300044 - Rail Operations (B Line); 300066 - E Line; 300077 - Rail Operations (K Line); 301012 - Bus Operations (G Line); 306001 - Operations Transportation; 306002 - Operations Maintenance; and 610061 - Owned Property.

Since these are multi-year policies, the cost center manager and Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the required costs in the future year.

Impact to Budget

The funding for this action will come from federal, state, and local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

The insurance policies cover all Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits to Metro riders. Metro's property insurance program ensures that its facilities, rolling stock fleet, and infrastructure, which serve all riders, are covered by insurance policies in the event of a major loss or damage. This action has no specific anticipated equity benefit or harm.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides property coverage for Metro's assets. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the agency's overall function, it is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5, which is to "Provide responsive, accountable, and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes using insurance to mitigate large financial risks resulting from damage to or loss of Metro property.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation, however, this is not recommended because coverage is required to meet the risk transference protections afforded through the excess property program of insurance. Based on the history of favorable renewal with a lower not-to-exceed premium indication, Risk Management recommends continuing the current insurance program (Attachment A) as the most cost-effective and prudent one. A proposal for earthquake coverage was not included and is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

NEXT STEPS

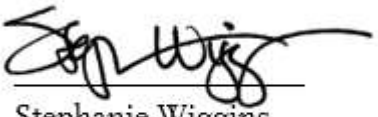
Upon Board approval of this action, staff will advise Marsh USA to proceed with the placement of the property insurance program outlined herein, effective May 10, 2026.

ATTACHMENT

Attachment A - Recommended Program Pricing and Carriers

Prepared by: William Douglas, Senior Manager, Risk Financing, (213) 922-2105
Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4158

Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

MARSH

RECOMMENDED PROGRAM PRICING AND CARRIERS

Proposed Property Insurance 2026 - 2027
Los Angeles County Metropolitan Transportation Authority

Limit	Excess of	Coverage	Carrier	Participation ($)	Participation (%)	Total Premium (incl taxes & fees)
$450M	$200M	All Risk Excluding Flood & Earth Movement	Various Carriers	$450,000,000	100%	$1,229,700
				$450,000,000	**100%**	**$1,229,700**
$200M	Underlying Deductibles	All Risk Excluding Earthquake	Various Carriers	$200,000,000	100%	$8,770,300
				$200,000,000	**100%**	**$8,770,300**

Estimated Program Not-To-Exceed Total* **$10,000,000**

*Subject to finalization of on-going negotiations with carriers. Estimates shown are not to exceed premiums.

2025/2026 Total Insured Values: **$23,272,980,846**

Terrorism pricing is not included above.

Higher Limit Options:

- USD 100,000,000 xs USD 650,000,000 xs underlying deductibles/retentions @ USD 225,000

Property Insurance Program

Finance, Budget, and Audit Committee
April 16, 2026
File ID #2025-1060

Metro

Property Insurance Program Renewal

Recommendation:

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of $10 million for the 12-month period of May 10, 2026, through May 10, 2027.

Metro

Property Insurance Program Renewal

Background:

- Metro established the Excess Commercial Property Insurance program to protect against insured losses. Each year, Risk Management collaborates with our insurance broker (MARSH USA) to prepare for the upcoming marketing process, secure the data required to approach underwriters, and obtain the most competitive coverage and premium available.

- MARSH USA provides a not-to-exceed number that serves two functions. First, it establishes an amount that Risk Management can use to approach the CEO and Board for approval to bind the new program, mitigating a potential gap in insurance coverage. Second, it allows the broker ample time to continue negotiating with underwriters to ensure Metro secures the most competitive pricing.

Metro

Property Insurance Program Renewal

Discussion:

- In January, February, and March 2026, MARSH USA contacted multiple domestic and international insurance providers to present Metro's property risks and supplemental data. MARSH USA provided an overview of the Metro transit system during discussions with the underwriters, including its extensive security infrastructure, fire protection, loss control, and minimal risk of flood exposures.

- The Metro property program continues to be well received by insurers due to its favorable loss history, newer construction, and State of Good Repair programs.

- Metro has historically enjoyed some of the lowest rates among transit systems and remains an attractive client. This year's renewal is challenging due to continued rate increases, but Metro's favorable insurability, loss record, and ability to take full advantage of the marketing efforts of our broker in a demanding market environment places Metro at an advantage over other transit agencies in the country.

Metro

Property Insurance Program Renewal

Proposed Coverage:

- MARSH USA marketed the property program to qualified insurance carriers to obtain property insurance pricing for the current total insured value of $23.27 billion with a Probable Maximum Loss (PML) coverage limits at a minimum of $650 million.

- Property insurance program quotations are currently being received from carriers with acceptable A.M. Best ratings. Final pricing is pending, and the quotes, including contingencies for unanticipated adjustments, serve to support the not-to-exceed cost before policy binding.

Metro


Thank you.
Metro

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

File #: 2026-0191, **File Type:** Contract **Agenda Number:** 22.

FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 16, 2026

SUBJECT: FY2026-FY2030 CONSOLIDATED AUDIT

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-year, firm fixed unit rate Contract No. PS135819000 to Vasquez & Company LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Attachment A (Package A) for fiscal years (FY) 2026-2030 in the Not-To-Exceed (NTE) amount of $2,715,634, effective May 1, 2026, subject to the resolution of any properly submitted protest(s) if any; and

B. AWARD a five-year, firm fixed unit rate Contract No. PS135819001 to Simpson and Simpson LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Attachment B (Package B) for FY2026-2030 in the Not-To-Exceed (NTE) amount of $3,121,225, effective May 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Metro is required to have an independent auditor perform financial and compliance audits to provide reasonable assurance to management that recipients of subsidies included in the Consolidated Audit are in compliance with the statutes of each applicable funding source. These audits will be conducted in accordance with generally accepted government auditing standards and will meet the American Institute of Certified Public Accountants' Standards. In performing these audits, the auditors will report on internal control deficiencies when noted and on findings that may result in funds being returned to Metro, including trades or exchanges of funds, unused and lapsed funds, and disallowable expenditures. The current contracts expire June 30, 2026.

BACKGROUND

As the Regional Transportation Planner for Los Angeles County, Metro is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and other transportation programs. Metro has the fiduciary responsibility to provide

assurance that recipients of funds included in the Consolidated Audit adhere to the statutes, program guidelines, and/or agreements with each applicable funding source and that operations data used to allocate funds are fair and are in accordance with Federal Transit Administration (FTA) guidelines.

Metro allocates over $1.2 billion annually to the stated programs and distributes them to the 88 cities (Cities) in Los Angeles County, as well as the County of Los Angeles (County), and other agencies. Annual audits of the programs ensure that the agencies comply with applicable rules, regulations, policies, guidelines, and executed memoranda of understanding (MOUs). The audits also serve as a program management tool for effectively managing and administering the programs.

The consolidated audit process includes financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
   a) Proposition A Local Return
   b) Proposition C Local Return
   c) Measure R Local Return
   d) Measure M Local Return
   e) Transit Development Act (TDA) Article 3
   f) Transit Development Act (TDA) Article 8
   g) Proposition A Discretionary Incentive Program

2. Transit System Funds to Commerce, Redondo Beach, and Torrance

   a) Transit Development Act (TDA) Article 4
   b) State Transit Assistance (STA)
   c) Proposition A 95% of 40% Discretionary
   d) Proposition C 5% Security
   e) Proposition C 40% Discretionary
   f) Measure R 20% Bus Operations
   g) Measure M 20% Transit Operations

3. Proposition A Growth Over Inflation (GOI) Funds to the transit operators of LADOT, Glendale, Pasadena, and Burbank

4. EZ Transit Pass Program

5. SB125 Zero Emission Transit Capital Program (ZETCP)

6. LADOT Operating Data (Proposition A Incentive Programs)

7. Low Income Fare is Easy (LIFE) - LIFE Administrator

8. SCRRA Metrolink Program

9. Access Services

DISCUSSION

The consolidated audit contracts are divided into two geographically based packages, with the award limited to one package per firm to preserve auditor independence and ensure adequate coverage. The firms will conduct financial and compliance audits of agencies that receive Metro-administered funds at the program level. Deliverables will vary by program but generally include audited financial statements or fund reports, compliance reports, schedules of findings and questioned costs, expenditure comparison schedules, and financial summaries to support Metro's monitoring and lapsed fund determinations.

In accordance with Assembly Bill 1345 (Government Code §12410.6 (b)), a local agency may not employ a public accounting firm whose lead audit partner has performed audit services for that local agency for six consecutive fiscal years. Consistent with this requirement and to further maintain independence, MAS has implemented a 5-year rotation rule for engagement partners for all external auditors. This requirement is noted in the statement of work.

Approval of these contracts will ensure the continuation of independent oversight necessary to support Metro's administration and monitoring of these funding programs.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding of $1,154,549 for these audit services was requested in Management Audit Services' FY2027 budget in cost center 2510 under project numbers 100055, 100058, and 405510. Management Audit Services will be accountable for budgeting the costs in future years, recognizing that these are multi-year contracts.

Impact to Budget

The source of funds for Project 100055 is Measure R administration. The fund is not eligible for bus/rail operating or capital expense. The source of funds for Project 100058 is Measure M administration. The fund is not eligible for bus/rail operating or capital expense. The source of funds for Project 405510 is Proposition A, C & TDA administration. The fund is not eligible for bus/rail operating or capital expense.

EQUITY PLATFORM

The Consolidated Audit supports compliance with applicable ordinances and guidelines, as well as assists program managers in effectively managing and administering programs that serve all communities throughout the County. There are no known equity impacts or concerns associated with the Consolidated Audit services contracts.

The Diversity and Economic Opportunity Department (DEOD) established a 33% Disadvantaged

Business Enterprise (DBE) goal for this procurement. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, Vasquez & Company LLP, under Package A, listed one certified small business as a subcontractor.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will provide audits in support of Metro's various projects and programs. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The projects/programs developed with these funds directly or indirectly support all five Vision 2028 goals identified in Metro's Strategic Plan.

ALTERNATIVES CONSIDERED

One alternative is that the Board not approve the contracts. This is not recommended, as state laws, federal provisions and sales tax revenue ordinances require that audits be conducted on the allocated funds. The Consolidated Audit process addresses the requirements and plays a major role in the continued implementation, management, and administration of the funding programs.

NEXT STEPS

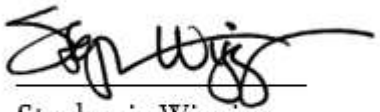
Upon Board approval, staff will execute Contract No. PS135819000 with Vasquez & Company LLP, and Contract No. PS135819001 with Simpson and Simpson LLP, for the Consolidated Financial and Compliance Audits for FY2026 - 2030, effective May 1, 2026.

ATTACHMENTS

Attachment A - Package A
Attachment B - Package B
Attachment C - Procurement Summary
Attachment D - DEOD Summary

Prepared by: Lauren Choi, Senior Director, Audit, (213) 922-3926
Kimberly Houston, Deputy Chief Auditor, (213) 922-4720
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

FY2026 - FY2030 Consolidated Audit
List of Jurisdictions and Agencies
Funded Programs and Projects to Audit

	Local Funding									EZ Pass						
Jurisdictions/Agencies	**Prop A Local Return**	**Prop C Local Return**	**Measure R Local Return**	**Measure M Local Return**	**Article 3**	**Article 8**	**Prop A Incentive**	**Transit System Funds**	**Proposition A GOI Funds**	**EZ Transit Pass Regular**	**EZ Pass (Metrolink)**	**SB 125 ZETCP**	**LADOT Operating Data**	**LIFE**	**Metrolink Program**	**Access Services**
City of Agoura Hills	•	•	•	•	•		•									
City of Alhambra	•	•	•	•	•		•									
City of Azusa	•	•	•	•	•		•									
City of Baldwin Park	•	•	•	•	•		•									
City of Bell	•	•	•	•	•		•									
City of Bell Gardens	•	•	•	•	•		•									
City of Beverly Hills	•	•	•	•	•		•									
City of Calabasas	•	•	•	•	•											
City of Carson	•	•	•	•	•		•			•						
City of Commerce	•	•	•	•	•			•				•				
City of Compton	•	•	•	•	•		•									
City of Cudahy	•	•	•	•	•		•									
City of Culver City	•	•	•	•	•		•			•		•				
City of El Monte	•	•	•	•	•		•									
City of Gardena	•	•	•	•	•		•			•	•	•				
City of Hawthorne	•	•	•	•	•											
City of Hidden Hills	•	•	•	•	•											
City of Huntington Park	•	•	•	•	•		•									
City of Industry	•	•	•	•												
City of Inglewood	•	•	•	•	•		•									
City of Irwindale	•	•	•	•	•											
City of La Puente	•	•	•	•	•											
City of Lawndale	•	•	•	•	•		•									
City of Lynwood	•	•	•	•	•		•									
City of Malibu	•	•	•	•	•		•									
City of Maywood	•	•	•	•	•		•									
City of Montebello	•	•	•	•	•					•	•	•				
City of Monterey Park	•	•	•	•	•		•			•	•					
City of Pico Rivera	•	•	•	•	•		•									
City of Pomona	•	•	•	•	•		•									
City of Rosemead	•	•	•	•	•		•									
City of San Fernando	•	•	•	•	•											
City of San Gabriel	•	•	•	•	•											
City of San Marino	•	•	•	•	•											
City of Santa Fe Springs	•	•	•	•	•		•									
City of Santa Monica	•	•	•	•	•					•		•				
City of South El Monte	•	•	•	•	•											
City of South Gate	•	•	•	•	•		•									
City of South Pasadena	•	•	•	•	•		•									
City of Temple City	•	•	•	•	•											
City of Vernon	•	•	•	•	•											
City of Walnut	•	•	•	•	•											
City of West Hollywood	•	•	•	•	•		•									
City of Westlake Village	•	•	•	•	•											
County of Los Angeles	•	•	•	•	•	•	•			•						
Antelope Valley Transit Authority							•			•	•	•				
Pomona Valley Transportation Authority							•									
Los Angeles World Airports										•						
SCRRA - Metrolink Program															•	
	89	89	89	89	88	5	48	3	4	19	12	16	1	1	1	1

FY2026 - FY2030 Consolidated Audit
List of Jurisdictions and Agencies
Funded Programs and Projects to Audit

	Local Funding									EZ Pass						
Jurisdictions/Agencies **Package B**	**Prop A Local Return**	**Prop C Local Return**	**Measure R Local Return**	**Measure M Local Return**	**Article 3**	**Article 8**	**Prop A Incentive**	**Transit System Funds**	**Proposition A GOI Funds**	**EZ Transit Pass Regular**	**EZ Pass (Metrolink)**	**SB 125 ZETCP**	**LADOT Operating Data**	**LIFE**	**Metrolink Program**	**Access Services**
City of Arcadia	•	•	•	•	•							•				
City of Artesia	•	•	•	•	•		•									
City of Avalon	•	•	•	•	•	•										
City of Bellflower	•	•	•	•	•		•									
City of Bradbury	•	•	•	•	•											
City of Burbank	•	•	•	•	•		•		•	•	•					
City of Cerritos	•	•	•	•	•		•									
City of Claremont	•	•	•	•	•							•				
City of Covina	•	•	•	•	•		•									
City of Diamond Bar	•	•	•	•	•											
City of Downey	•	•	•	•	•		•									
City of Duarte	•	•	•	•	•		•									
City of El Segundo	•	•	•	•	•											
City of Glendale	•	•	•	•	•		•		•	•	•					
City of Glendora	•	•	•	•	•		•									
City of Hawaiian Gardens	•	•	•	•	•											
City of Hermosa Beach	•	•	•	•	•											
City of La Canada Flintridge	•	•	•	•	•											
City of La Habra Heights	•	•	•	•	•											
City of La Mirada	•	•	•	•	•							•				
City of La Verne	•	•	•	•	•											
City of Lakewood	•	•	•	•	•											
City of Lancaster	•	•	•	•	•	•										
City of Lomita	•	•	•	•	•											
City of Long Beach	•	•	•	•	•					•		•				
City of Los Angeles	•	•	•	•	•		•									
City of Manhattan Beach	•	•	•	•	•		•									
City of Monrovia	•	•	•	•	•		•									
City of Norwalk	•	•	•	•	•					•	•	•				
City of Palmdale	•	•	•	•	•	•										
City of Palos Verdes Estates	•	•	•	•	•		•									
City of Paramount	•	•	•	•	•											
City of Pasadena	•	•	•	•	•		•		•	•	•					
City of Rancho Palos Verdes	•	•	•	•	•											
City of Redondo Beach	•	•	•	•	•		•	•		•		•				
City of Rolling Hills	•	•	•	•	•											
City of Rolling Hills Estates	•	•	•	•	•											
City of San Dimas	•	•	•	•	•											
City of Santa Clarita	•	•	•	•	•	•	•			•	•	•				
City of Sierra Madre	•	•	•	•	•											
City of Signal Hill	•	•	•	•	•											
City of Torrance	•	•	•	•	•			•		•	•	•				
City of West Covina	•	•	•	•	•		•									
City of Whittier	•	•	•	•	•		•									
LADOT									•	•	•	•	•			
Foothill Transit										•	•	•				
Int'l Institute of LA														•		
Access Services																•
	89	89	89	89	88	5	48	3	4	19	12	16	1	1	1	1

PROCUREMENT SUMMARY

FY2026-FY2030 CONSOLIDATED AUDIT
PS135819000 / PS135819001

1.	**Contract Number**: PS135819000 (Package A) PS135819001 (Package B)	
2.	**Recommended Vendor**: Vasquez & Company LLP (Package A) Simpson and Simpson LLP (Package B)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 1, 2025	
	B. Advertised/Publicized: October 1, 2025	
	C. Pre-Proposal Conference: October 8, 2025	
	D. Proposals Due: November 3, 2025	
	E. Pre-Qualification Completed: March 2, 2026	
	F. Ethics Declaration Forms submitted to Ethics: November 4, 2025	
	G. Protest Period End Date: April 21, 2026	
5.	**Solicitations Downloaded**: 26	**Bids/Proposals Received**: 4 (Package A) 4 (Package B)
6.	**Contract Administrator**: Bryan Truong	**Telephone Number**: (213) 922-4241
7.	**Project Manager**: Lauren Choi	**Telephone Number**: (213) 922-3926

A. Procurement Background

This Board Action is to approve Contract Nos. PS135819000 (Package A) and PS135819001 (Package B) to perform consolidated financial and compliance audits of programs, jurisdictions, and agencies for fiscal years (FY) 2026-2030, to provide assurances that recipients of subsidies are adhering to the statutes of each applicable funding source. The scope of services is divided into two separate packages (Package A and B) based primarily on the geographical locations of the agencies to be audited. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On October 1, 2025, Request for Proposals (RFP) No. PS135819 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

Proposers were allowed to propose on one or both Packages, however, a proposer can only be awarded one package. This aims to streamline the audit process and to ensure that audit firms will be able to meet Metro' strict audit schedule.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2026, clarified that the DBE participation goal set forth in the solicitation is not a factor or requirement for this procurement due to the review of the Interim Final Rule (IFR).

A total of 26 downloads of the RFP were included in the planholder's list. A virtual pre-proposal conference was held on October 8, 2025, and was attended by 12 participants representing 7 firms. There were 29 questions received and responses were issued prior to the proposal due date.

A total of 4 proposals for both Package A and B were received by the proposal due date of November 3, 2025, and are listed below in alphabetical order:

Package A

1. ASM LLP
2. BCA Watson Rice LLP
3. Simpson and Simpson LLP
4. Vasquez & Company LLP

Package B

1. ASM LLP
2. BCA Watson Rice LLP
3. Simpson and Simpson LLP
4. Vasquez & Company LLP

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Audit Management Department, Local Programming Department, and Office of Management & Budget was convened and conducted a comprehensive technical evaluation of the proposals received.

From November 17, 2025, through December 22, 2025, the PET independently evaluated the proposals based on the following evaluation criteria for both Packages:

Phase I: Minimum Qualifications Requirements: Proposers must meet the following minimum qualifications requirements at the time of proposal submittal:

1. Prime Contractor must be a Certified Public Accountant (CPA) firm licensed to provide accounting, financial, and auditing services in the State of California.
2. Prime Contractor must have a satisfactory Peer Review within the last three years showing compliance with Generally Accepted Government Auditing Standards (GAGAS). The Peer Review Report must be provided in accordance with the following standards:

a. GAGAS Standard, 2024 Revision, Chapter 5.155 states – Each audit organization conducting engagements in accordance with GAGAS must obtain an external peer review conducted by reviewers independent of the audit organization being reviewed.
b. GAGAS Standard, 2024 Revision, Chapter 5.174 further states – Because information in peer review reports may be relevant to decisions on procuring audit services, an audit organization seeking to enter into a contract to conduct an engagement in accordance with GAGAS should provide its "most recent peer review report" to the party contracting for such services when requested.

The PET deemed that all four proposals met the Phase I Minimum Qualifications Requirements and continued with the Phase II Weighted Evaluation based on the following criteria:

- Qualifications of the Prime Contractor/Team 20%
- Qualifications of Proposed Key Personnel 20%
- Understanding and Approach to the Work 30%
- Price 30%

Several factors were considered when developing these weights, giving the greatest importance to understanding and approach to the work and price.

The PET determined that all four firms were within the competitive range. On December 22, 2026, the PET completed its evaluation and determined Vasquez & Company LLP to be the highest ranked firm for Package A and Simpson and Simpson LLP for Package B as the second highest ranked firm due to the RFP cap, which limits the number of contracts to one per package.

Qualifications Summary of Firms within the Competitive Range:

<u>Vasquez & Company LLP</u>

Vasquez & Company LLP (Vasquez) has been in business for over 50 years, and provides accounting, auditing and consulting services to government entities, private sector, not-for-profit organizations and individuals. The proposed team has supported many transportation agencies such as Alameda Corridor East Construction Authority, Foothill Transit, Southern California Regional Rail Authority (Metrolink), San Joaquin Regional Transit Agency, Santa Barbara Metropolitan Transit, Omnitrans, Morongo Basin Transit, Victor Valley Transit, and SunLine Transit. Vasquez's proposed lead audit partner has extensive experience within the transportation industry with 25 years of public accounting experience. Vasquez' audit experience includes audit and advisory services to local municipalities, successor agencies to redevelopment agencies, water districts, transportation authorities, joint power authorities and airports. The firm is experienced in financial statement audits, uniform guidance audits, benefit plan audits and FAR compliance.

Simpson and Simpson LLP

Simpson and Simpson LLP, established in 1976, is a firm of Certified Public Accountants specializing in comprehensive annual financial reports, financial statement audits, audits of state and local governments, audits of non-profit organizations, performance audits, agreed upon procedures, compliance audits, single audits, and pension plans. Simpson and Simpson has supported many government agencies within California, such as County of Los Angeles Beaches and Harbors, Los Angeles Unified School District, and Los Angeles Department of Water & Power. Simpson and Simpson LLP's lead partner has over 20 years of governmental and nonprofit audit experience.

ASM LLP

ASM LLP has been in business since 2023 with experience and expertise in managing large-scale financial and compliance audits under the Transportation Development Act (TDA) and related attestation engagements. ASM LLP has served local government and regional transportation clients such as Ventura County Transportation Commission (VCTC), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), San Diego Association of Governments (SANDAG), and Orange County Transportation Authority (OCTA).

BCA Watson Rice LLP

BCA Watson Rice LLP (BCAWR) has been in business for over 30 years and specializes in the field of accounting, providing financial, compliance and performance audit, consulting, and contract audit services to the transportation industry. BCAWR transit clients include OCTA, RCTC, Metrolink, Alameda Corridor Transportation Authority, VCTC, SBCTA, Bay Area Rapid Transit District (BART), and Metro.

A summary of the PET scores for Package A is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Vasquez & Company LLP**				
3	Qualifications of the Prime Contractor/Team	94.45	20.00%	18.89	
4	Qualifications of Proposed Key Personnel	94.45	20.00%	18.89	
5	Understanding and Approach to the Work	93.33	30.00%	28.00	
6	Price	98.67	30.00%	29.60	
7	**Total**		**100.00%**	**95.38**	**1**

8	**Simpson and Simpson LLP**				
9	Qualifications of the Prime Contractor/Team	96.67	20.00%	19.33	
10	Qualifications of Proposed Key Personnel	94.45	20.00%	18.89	
11	Understanding and Approach to the Work	96.11	30.00%	28.83	
12	Price	83.80	30.00%	25.14	
13	**Total**		**100.00%**	**92.19**	**2**
14	**ASM LLP**				
15	Qualifications of the Prime Contractor/Team	74.45	20.00%	14.89	
16	Qualifications of Proposed Key Personnel	72.22	20.00%	14.44	
17	Understanding and Approach to the Work	90.56	30.00%	27.17	
18	Price	100.00	30.00%	30.00	
19	**Total**		**100.00%**	**86.50**	**3**
20	**BCA Watson Rice LLP**				
21	Qualifications of the Prime Contractor/Team	90.00	20.00%	18.00	
22	Qualifications of Proposed Key Personnel	93.34	20.00%	18.67	
23	Understanding and Approach to the Work	60.56	30.00%	18.17	
24	Price	98.30	30.00%	29.49	
25	**Total**		**100.00%**	**84.33**	**4**

A summary of the PET scores for Package B is provided below:

1	**Firm**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
2	**Vasquez & Company LLP**				
3	Qualifications of the Prime Contractor/Team	93.34	20.00%	18.67	
4	Qualifications of Proposed Key Personnel	94.45	20.00%	18.89	
5	Understanding and Approach to the Work	95.00	30.00%	28.50	
6	Price	89.23	30.00%	26.77	
7	**Total**		**100.00%**	**92.83**	**1**
8	**Simpson and Simpson LLP**				
9	Qualifications of the Prime Contractor/Team	97.22	20.00%	19.44	
10	Qualifications of Proposed Key Personnel	94.45	20.00%	18.89	

11	Understanding and Approach to the Work	97.78	30.00%	29.33	
12	Price	78.00	30.00%	23.40	
13	**Total**		**100.00%**	**91.06**	**2**
14	**ASM LLP**				
15	Qualifications of the Prime Contractor/Team	74.45	20.00%	14.89	
16	Qualifications of Proposed Key Personnel	72.22	20.00%	14.44	
17	Understanding and Approach to the Work	90.56	30.00%	27.17	
18	Price	100.00	30.00%	30.00	
19	**Total**		**100.00%**	**86.50**	**3**
20	**BCA Watson Rice LLP**				
21	Qualifications of the Prime Contractor/Team	90.00	20.00%	18.00	
22	Qualifications of Proposed Key Personnel	93.34	20.00%	18.67	
23	Understanding and Approach to the Work	60.56	30.00%	18.17	
24	Price	88.90	30.00%	26.67	
25	**Total**		**100.00%**	**81.51**	**4**

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), price analysis, technical evaluation, fact-finding, and negotiations.

Package A

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Vasquez & Company LLP	$2,715,634	$4,324,204	$2,715,634
2.	Simpson and Simpson LLP	$3,198,000		
3.	ASM LLP	$2,679,686		
4.	BCA Watson Rice LLP	$2,725,751		

Package B

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Simpson and Simpson LLP	$3,442,900	$4,424,204	$3,121,225
2.	Vasquez & Company LLP	$3,009,025		
3.	ASM LLP	$2,684,971		
4.	BCA Watson Rice LLP	$3,020,561		

The variance between the ICE and the recommended amounts for both Packages is attributable to utilizing high-end labor rates for large-sized accounting firms.

D. Background on Recommended Contractor

Vasquez & Company LLP

Vasquez & Company LLP, based in Glendale, California, is a full-service Certified Public Accounting firm. The proposed Lead Partner has over 25 years of public accounting experience, centered on the public transportation industry, which includes the Alameda Corridor East Construction Authority, Foothill Transit, Metrolink, San Joaquin Regional Transit Agency, Santa Barbara Metropolitan Transit, Omnitrans, Morongo Basin Transit, Victor Valley Transit, and SunLine Transit.

Vasquez & Company LLP has provided consolidated audit services to Metro and performance has been satisfactory.

Simpson and Simpson LLP

Simpson and Simpson LLP, located in Los Angeles, provides consolidated audit services. The proposed Lead Partner has over 20 years of public accounting experience in the public transportation industry currently serving as the Engagement Partner on several major government and federally funded audits, including the Los Angeles County Workforce Development, Aging and Community Services, the Los Angeles County Departments of Public Health, Auditor-Controller, and Probation, and the Los Angeles Unified School District.

Simpson and Simpson LLP has provided consolidated audit services to Metro and performance has been satisfactory.

DEOD SUMMARY

FY2026-FY2030 CONSOLIDATED AUDIT
PS135819000 / PS135819001

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 33% Disadvantaged Business Enterprise (DBE) goal for this procurement. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, Vasquez & Company LLP, under Package A, listed one certified small business as a subcontractor.

B. Local Small Business Enterprise (LSBE) Preference Program

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



FY2026-30 Consolidated Audit Contract Award

Finance, Budget and Audit Committee

April 16, 2026

Kimberly Houston, Deputy Chief Auditor

Lauren Choi, Senior Director, Audit

Recommendation

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-year, firm fixed unit rate Contract No. PS135819000 to Vasquez & Company LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Attachment A (Package A) for fiscal years (FY) 2026-2030 in the Not-To-Exceed (NTE) amount of $2,715,634, effective May 1, 2026, subject to the resolution of any properly submitted protest(s) if any; and

B. AWARD a five-year, firm fixed unit rate Contract No. PS135819001 to Simpson and Simpson LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Attachment B (Package B) for FY2026-2030 in the Not-To-Exceed (NTE) amount of $3,121,225, effective May 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

Issue

Metro is required to have an independent auditor perform financial and compliance audits.

Audits provide reasonable assurance that recipients of subsidies are in compliance with the statutes of each applicable funding source.

Audits will be conducted in accordance with generally accepted government auditing standards and will meet the American Institute of Certified Public Accountants' Standards.

The current contracts expire June 30, 2026.

Background

Metro allocates over $1.2 billion annually to the stated programs and distributes them to the 88 cities (Cities), as well as the County of Los Angeles, and other agencies.

The consolidated audit process includes financial and compliance audits of the following programs:

- Local Funding Program to the 88 cities and Unincorporated Los Angeles County, including Proposition A&C, Measure R, and Measure M
- Transit System Funds
- Proposition A Growth Over Inflation Funds
- EZ Transit Pass Program
- SB125 Zero Emission Transit Capital Program
- LADOT Operating Data (Proposition A Incentive Programs)
- LIFE
- Metrolink Program
- Access Services

Discussion

- Contracts are divided into two geographically based packages,
  - Award limited to one package per firm to preserve auditor independence and ensure adequate coverage.

- In accordance with AB 1345, a local agency may not employ a public accounting firm whose lead audit partner has performed audit services for that agency for six consecutive fiscal years.
  - Consistent with this requirement and to further maintain independence, MAS has implemented a 5-year rotation rule for engagement partners for all external auditors.

Questions

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

File #: 2026-0139, **File Type:** Contract **Agenda Number:** 24.

FINANCE, BUDGET, AND AUDIT COMMITTEE
APRIL 16, 2026

SUBJECT: REAL ESTATE & TRANSIT ORIENTED COMMUNITIES ENVIRONMENTAL SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD three, seven-year task order-based bench Contracts for Real Estate & Transit Oriented Communities Environmental Services for a total Not-To-Exceed (NTE) amount of $17,390,400 to the following firms, subject to resolution of any properly submitted protest(s), if any:
   1. Kimley-Horn and Associates, Inc. (Contract No. AE135067001)
   2. Polytechnique Environmental, Inc. (Contract No. AE135067002)
   3. TRC Solutions, Inc. (Contract No. AE135067003)

B. AWARD individual task orders in an amount not to exceed $1,800,000.

ISSUE

As part of its due diligence process, Metro conducts environmental assessments on properties being considered for acquisition or development to evaluate the potential presence of hazardous materials and petroleum products. A Real Estate/Transit Oriented Communities (RE/TOC) Environmental Services Bench is needed to provide timely access to qualified environmental consulting firms to perform Phase I Environmental Site Assessments (ESAs), Hazardous Building Materials Surveys (HBMSs), and Phase II ESAs.

BACKGROUND

Metro is planning and delivering multiple projects that require environmental site assessments of real estate parcels to be acquired, including (but not limited to): East San Fernando Valley Light Rail, Eastside Transit Corridor Phase 2, K Line Extension to Torrance, Southeast Gateway Line, and other highway and ancillary projects. In addition, in April 2023, the Board adopted a strategy of Investing in Making Sites Development-Ready as part of the Metro Joint Development's 10K Initiative. This included identifying environmental conditions upfront.

To meet these ongoing needs, Metro solicited a bench of qualified environmental consulting firms capable of performing Phase I ESAs, HBMSs (asbestos, lead-based paint, and other hazardous materials), and Phase II ESAs in compliance with applicable regulations and Metro requirements. Previously, this work was performed by engineering subconsultants, joint development partners, or through the Environmental Services Department's single-firm IDIQ contract, however, the proposed contract mechanism provides a more efficient strategy for necessary environmental assessments.

DISCUSSION

Having a dedicated RE/TOC Environmental Services Bench will enable Metro Real Estate to directly manage and obtain environmental documents for due diligence specific to acquisitions and development more quickly and efficiently. Firms will be pre-qualified to perform the required services and provide the required deliverables, certifications, and QA/QC processes. The contracts will have a seven-year term, and Metro reserves the right to reopen the Bench in year five to add new pre-qualified firms if deemed in Metro's best interest.

The RE/TOC Environmental Services Bench scope includes, as applicable per task order:

- Phase I ESAs performed consistent with ASTM E1527-21 (or future revisions during the contract term), including site reconnaissance, records review, historical review, and reporting under the supervision of an Environmental Professional.
- HBMS deliverables including asbestos (AHERA and SCAQMD Rule 1403), lead-based paint surveys with defined criteria (XRF and/or laboratory thresholds), and other hazardous materials inventories, with reporting requirements and qualified personnel (CAC, CSST, lead certifications).
- Phase II ESAs including a Metro-reviewed work plan and Health and Safety Plan (HASP), field investigation activities, laboratory analyses, and a signed report by a California Professional Geologist or Professional Engineer, with remedial alternatives and ROM costs where applicable.
- QA/QC requirements throughout fieldwork, data evaluation, laboratory coordination, and reporting.

Consistent with the solicitation evaluation criteria, proposals were assessed based on firms' relevant experience, qualifications and experience of the project team (including required certifications), and understanding of the project purpose and approach.

To control cost and ensure best value, Metro will establish final task order pricing and level of effort per assignment based on a defined scope, authorized hours, and approved pass-through costs (other direct costs and travel), consistent with the bench pricing framework.

The recommended not-to-exceed cumulative funding value of $17,390,400 is based on projected environmental due diligence needs over the seven-year term across RE/TOC acquisitions, capital projects, and Joint Development activities. Task orders will be issued on an as-needed basis, and the specific level of effort will vary based on the property type, site conditions, schedule, access constraints, and regulatory requirements.

DETERMINATION OF SAFETY IMPACT

This item does not have an impact on Metro safety standards.

FINANCIAL IMPACT

Approval of the Environmental Services Bench will not, by itself, increase the adopted FY26 budget. Task orders will be funded from the specific project or program budgets requiring environmental services, and each task order will identify the applicable funding source at the time of award.

Impact to Budget

Each task order awarded for environmental services will be funded with the source of funds identified for that specific project. Since this is a multiyear contract, the project manager will be responsible for budgeting costs in future years, including any options exercised.

EQUITY PLATFORM

This item supports Metro's Equity Platform by strengthening Metro's ability to deliver equitable project outcomes through timely, consistent, and compliant environmental due diligence for property acquisition, capital improvements, and Joint Development activities countywide. This bench supports Metro's Equity Platform objectives by providing a consistent framework for environmental assessment services that can be deployed as project needs arise.

Environmental due diligence, including Phase I Environmental Site Assessments (ESAs), Hazardous Building Materials Surveys (HBMSs), and Phase II ESAs, is a critical early step in project planning, particularly in communities that have historically experienced disproportionate environmental burdens and underinvestment. By establishing a pre-qualified bench with standardized scopes, certifications, and QA/QC requirements, Metro can more quickly identify environmental conditions, support appropriate risk management, and reduce avoidable delays that can impede delivery of transit and community-serving improvements. This helps Metro advance projects more consistently across the county while maintaining public health protections, regulatory compliance, and responsible stewardship of Metro-owned and to-be-acquired properties.

The Diversity & Economic Opportunity Department (DEOD) established an overall 17% Small Business Enterprise (SBE) goal and 3% Disabled Veteran Business Enterprise (DVBE) goal on all state, local, and/or Measure M funded task orders on this bench contract. Each bench participant committed to meet the overall SBE and DVBE goal.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on

VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports required environmental due diligence for property acquisition and project delivery activities that enable Metro transit and multimodal investments to advance. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #3, Enhance communities and lives through mobility and access to opportunity and Goal #5, Provide responsive, accountable, and trustworthy governance within Metro's organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended because it would require staff to procure Phase I ESA, HBMS, and Phase II ESA services through separate procurements for each property or project need, increasing schedule risk and administrative burden, and potentially delaying acquisitions, design, and construction schedules.

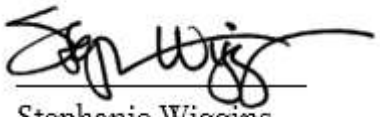
NEXT STEPS

Upon Board approval, staff will execute the bench Contract Nos. AE135067001 through AE135067003 for Real Estate and Transit Oriented Communities environmental services. As needs arise, staff will issue task order solicitations among bench firms for Phase I ESAs, HBMSs, and Phase II ESAs, consistent with the scope of services and task order requirements.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Michael Luna, Senior Manager, Real Estate, (213) 922-2332
Craig Justesen, Executive Officer, Real Estate, (213) 922-7051
Nick Saponara, Executive Officer, Transit Oriented Communities, (213) 922-4313
Holly Rockwell, Senior Executive Officer, Transit Oriented Communities and Real Estate (213) 547-4325
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

REAL ESTATE & TRANSIT ORIENTED COMMUNITIES ENVIRONMENTAL SERVICES BENCH / AE135067001 THROUGH AE135067003

1.	**Contract Numbers**: AE135067001 through AE135067003	
2.	**Recommended Vendor**: Kimley-Horn and Associates, Inc., Polytechnique Environmental, Inc. and TRC Solutions, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 29, 2025	
	B. Advertised/Publicized: October 29, 2025	
	C. Pre-Proposal Conference: November 6, 2025	
	D. Proposals Due: December 15, 2025	
	E. Pre-Qualification Completed: February 20, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: December 19, 2025	
	G. Protest Period End Date: April 21, 2026	
5.	**Solicitations Downloaded**: 42	**Proposals Received**: 4
6.	**Contract Administrator**: Lily Lopez	**Telephone Number**: (213) 922-4639
7.	**Project Manager**: Michael Luna	**Telephone Number**: (213) 922-2332

A. Procurement Background

This Board Action is to approve task order based bench Contract Nos. AE135067001 through AE135067003 to provide environmental site assessment and investigation services in support of Metro's property acquisitions and related due diligence for major transportation projects on an as needed basis. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

On October 29, 2025, Request for Proposals (RFP) No. AE135067 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is task order based, firm fixed unit rate. The Diversity and Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 17% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

Work under each contract will be authorized through the issuance of separate firm fixed unit rate task orders. Each future task order will contain a specific scope of services and will be issued on a rotational basis.

Four amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 18, 2025, provided revisions to the Organizational Conflicts of Interest (OCI) language under Letter of Invitation (LOI-01).

- Amendment No. 2, issued on November 19, 2025, provided revisions to Section J, Indemnification for Designed Professional Work under General Condition (GC)-24.
- Amendment No. 3, issued on November 26, 2025, extended the proposal due date from December 4, 2025, to December 15, 2025.
- Amendment No. 4, issued on December 10, 2025, replaced the SBE/DVBE forms required.

A total of 42 downloads were included in the planholders' list. A virtual pre-proposal conference was held on November 6, 2025, and was attended by five participants representing four firms. There were 14 questions received, and responses were issued prior to the proposal due date.

A total of four proposals were received on December 15, 2025, and are listed below in alphabetical order:

1. Environmental Resource Management, Inc.
2. Kimley-Horn and Associates, Inc.
3. Polytechnique Environmental, Inc.
4. TRC Solutions, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Environmental Services, Real Property Management, and Real Estate/Right of Way was convened and conducted a comprehensive technical evaluation of the proposals received.

From January 5, 2026 through January 27, 2026, the PET independently evaluated the proposals based on the following evaluation criteria and weights:

- Firm's Relevant Experience 40%
- Qualifications and Experience of Project Team 30%
- Understanding of Project Purpose and Approach 30%

Several factors were considered when developing these weights, giving the greatest importance to the firm's relevant experience.

This is an A&E, qualifications-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

On January 27, 2026, the PET reconvened and determined that all four firms were deemed to be qualified to provide the services.

Discussions on exceptions to terms and conditions were held with all four firms. After several rounds of negotiations, Environmental Resource Management, Inc. and

Metro failed to reach an agreement and therefore, the firm was excluded from further consideration.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**TRC Solutions Inc.**				
3	Firm's Relevant Experience	87.08	40.00%	34.83	
4	Qualifications and Experience of Project Team	86.67	30.00%	26.00	
5	Understanding of Project Purpose and Approach	85.83	30.00%	25.75	
6	**Total**		**100.00%**	**86.58**	**1**
7	**Polytechnique Environmental, Inc.**				
8	Firm's Relevant Experience	86.43	40.00%	34.57	
9	Qualifications and Experience of Project Team	82.77	30.00%	24.83	
10	Understanding of Project Purpose and Approach	87.33	30.00%	26.20	
11	**Total**		**100.00%**	**85.60**	**2**
12	**Kimley-Horn and Associates, Inc.**				
13	Firm's Relevant Experience	82.75	40.00%	33.10	
14	Qualifications and Experience of Project Team	77.77	30.00%	23.33	
15	Understanding of Project Purpose and Approach	74.17	30.00%	22.25	
16	**Total**		**100.00%**	**78.68**	**3**

C. Cost Analysis

Each proposer submitted fully burdened rates to perform environmental site assessment and investigation services in support of Metro's property acquisitions and related due diligence for major transportation projects. The rates have been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and discussions.

Work will be assigned through the issuance of separate task orders on a rotational basis in accordance with the negotiated rates. Each task order will contain a specific scope of services.

D. Background on Recommended Contractors

Kimley-Horn and Associates, Inc.

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been in business for 58 years and is headquartered in Los Angeles, California. Kimley-Horn is a full service environmental, planning, and engineering firm providing services to public agencies nationwide. Kimley-Horn specializes in initial and follow up environmental site assessment services. Their client base includes Walmart (various locations nationwide), City of Burbank, Cajon Industrial Park, San Bernardino, City of Burbank, and South Bay Bus Rapid Transit.

Kimley-Horn has worked on Metro projects and has performed satisfactorily.

Polytechnique Environmental, Inc.

Polytechnique Environmental, Inc. is located in Bellflower, California, and has been in business for 11 years providing engineering support and environmental consulting services. Polytechnique Environmental, Inc. has managed on-call contracts for agencies such as Los Angeles World Airport, Long Beach Airport, Port of Long Beach, Hollywood Burbank Airport, John Wayne Airport, and the California High Speed Rail Authority.

Polytechnique Environmental, Inc. has worked on Metro projects and has performed satisfactorily.

TRC Solutions, Inc.

TRC Solutions, Inc. has been in business for 56 years and is headquartered in Los Angeles, California. TRC Solutions, Inc. provides energy and climate services, along with environmental waste handling and environmentally related construction services. Their client base includes the Los Angeles Unified School District, Northeast Illinois Regional Commuter Railroad Corporation, BNSF Railway, Los Angeles Department of Power and Water, and the Port of Los Angeles.

TRC has worked on Metro projects and has performed satisfactorily.

DEOD SUMMARY

REAL ESTATE & TRANSIT ORIENTED COMMUNITIES ENVIRONMENTAL SERVICES BENCH / AE135067001 THROUGH AE135067003

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) established an overall 17% Small Business Enterprise (SBE) goal and 3% Disabled Veteran Business Enterprise (DVBE) goal on all state, local, and or Measure M funded task orders on this bench contract. Each bench participant committed to meet the overall SBE and DVBE goal. Proposers were encouraged to form teams that included SBE and DVBE firms without schedules or specific dollar commitment to designated subcontractors.

Three (3) firms were selected as prime consultants, one of which is SBE certified: Kimley-Horn and Associates, Inc., Polytechnique Environmental, Inc. (SBE), and TRC Solutions, Inc.

In response to a specific Task Order request with a defined scope of work, prime consultants will be required to identify SBE/DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE/DVBE achievement in meeting the commitments will be determined based on cumulative participation of all Task Orders awarded to each prime consultant.

Prime: Kimley-Horn and Associates

Small Business Goal	**17% SBE 3% DVBE**	**Small Business Commitment**	**17% SBE 3% DVBE**

	SBE/DVBE Subcontractors	**SBE Commitment**	**DVBE Commitment**
1.	1 Laboratories, Inc.	TBD	-
2.	Aero Environmental Services, LLC	TBD	-
3.	Advanced Technology Laboratories dba ASSET Laboratories, Inc.	TBD	-
4.	Gregg Drilling, LLC	TBD	-
5.	InterPhase Environmental	TBD	-
6.	Performance Analytical Laboratories, Inc.	TBD	-
7.	Spectrum Environmental Services, Inc.	TBD	-
8.	Veteran Drilling	TBD	TBD
	Total Commitment	**17%**	**3%**

Prime: Polytechnique Environmental, Inc. (SBE Prime)

Small Business Goal	**17% SBE 3% DVBE**	**Small Business Commitment**	**17% SBE 3% DVBE**

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Polytechnique Environmental, Inc.	TBD	-
2.	eWaste Disposal, Inc.	TBD	TBD
	Total Commitment	**17%**	**3%**

Prime: TRC Solutions, Inc.

Small Business Goal	**17% SBE 3% DVBE**	**Small Business Commitment**	**17% SBE 3% DVBE**

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Calvada Surveying	-	TBD
2.	GCAP Services	TBD	-
3.	Performance Analytical Laboratories, Inc.	TBD	-
4.	Spectrum Environmental Services, Inc.	TBD	-
5.	Subsurface Surveys & Associates	TBD	-
	Total Commitment	**17%**	**3%**

B. Local Small Business Enterprise (LSBE) Preference Program

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

REAL ESTATE & TRANSIT ORIENTED COMMUNITIES ENVIRONMENTAL SERVICES BENCH

Agenda Item # 2026-0139

Metro

Finance, Budget, and Audit Committee
April 16, 2026

Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD three, seven-year task order based bench Contracts for Real Estate & Transit Oriented Communities Environmental Services for a total Not-To-Exceed (NTE) amount of $17,390,400 to the following firms, subject to resolution of any properly submitted protest(s), if any:

    1. Kimley-Horn and Associates, Inc. (Contract No. AE135067001)
    2. Polytechnique Environmental, Inc. (Contract No. AE135067002)
    3. TRC Solutions, Inc. (Contract No. AE135067003)

B. AWARD individual task orders in an amount not to exceed $1,800,000.

Metro

Procurement Evaluation

EVALUATION CRITERIA	MAXIMUM POINTS	TRC SOLUTIONS, INC.	POLYTECHNIQUE ENVIRONMENTAL, INC.	KIMLEY-HORN & ASSOCIATES, INC.
Firm's Relevant Experience	40	34.83	34.57	33.10
Qualifications and Experience of Project Team	30	26.00	24.83	23.33
Understanding of Project Purpose and Approach	30	25.75	26.20	22.25
Total Score	**100**	**86.58**	**85.60**	**78.68**

Metro

DEOD Goal: 17% SBE; 3% DVBE

Primes' Commitments: 17% SBE; 3% DVBE

Issue & Discussion

ISSUE

As part of its due diligence process, Metro conducts environmental assessments on properties being considered for acquisition or development to evaluate the potential presence of hazardous materials and petroleum products. A Real Estate/Transit Oriented Communities (RE/TOC) Environmental Services Bench is needed to provide timely access to qualified environmental consulting firms to perform Phase I Environmental Site Assessments (ESAs), Hazardous Building Materials Surveys (HBMSs), and Phase II ESAs.

DISCUSSION

The RE/TOC Environmental Services Bench will enable Metro to efficiently deliver environmental due diligence for acquisitions and development using pre-qualified firms that meet required standards and certifications. The seven-year bench will support Phase I/II ESAs and hazardous materials surveys, with task orders issued as needed based on defined scope and cost controls to ensure best value. The recommended not-to-exceed amount of $17,390,400 reflects projected needs across acquisitions, capital projects, and Joint Development activities.

Metro

Purpose and Need

- Metro requires **Environmental Services** for real property acquisition and development
- Services include:
  - Phase I Environmental Site Assessments
  - Phase II Environmental Site Assessments
  - Hazardous Building Materials Surveys (HBMS)
- A dedicated bench provides **timely access to qualified firms** and improves right of way delivery

Metro



Metro

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

File #: 2026-0211, **File Type:** Program **Agenda Number:** 27.

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 16, 2026

SUBJECT: METRO CLIMATE CARD PILOT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743.

ISSUE

A VMT Mitigation Program (VMP) is a framework that allows cities, counties, or regional agencies to offset or reduce the added driving that comes from new development projects, while also:

- Reducing transportation-related greenhouse-gas emissions
- Encouraging sustainable transportation (transit, walking, biking)
- Complying with state environmental laws (e.g., in California: CEQA with SB743)
- Reducing infrastructure costs by lowering long-term dependency on car travel
- Supporting smart growth and infill development

Local real estate developers have requested Metro's help in making VMP projects/programs available to offset project VMT reduction requirements that remain after other efforts have been exhausted. The creation of a Climate Card, a new multi-modal pass (Metro bus, rail, bike, and micro transit), for participating developers, to generate quantifiable VMT credits is an opportunity to address CEQA mitigation while generating revenue and promoting sustainability.

BACKGROUND

Research and practice from around the globe shows that incentivizing people to take transit, carpool, walk, or bike can meaningfully reduce driving trips - and that lower car ownership reduces both miles traveled and time spent in traffic. In 2013, SB743 changed the method of transportation mitigation required for new construction from Level of Service (LOS - traffic delay) to Vehicle Miles Traveled (VMT), but it took agencies a few years to act on the change. In 2018, Metro staff presented at a Southern California Association of Governments (SCAG) summit on SB743 implementation to show

how the bill could be applied to utilize mitigation from private developers to offset the cost of transit pass programs for students and employers. In 2019, Metro and LADOT submitted a joint application for a SCAG SB743 assistance grant, and in 2020, Metro and LADOT were chosen to implement a research project under this grant to show how a VMT Bank could be established using the U-Pass Program as an example. The final report on that research was published in June 2021 (<https://www.scag.ca.gov/sites/default/files/2024-12/ladot-vmt-mitigation-program-report.pdf>).

Metro launched the One Car Challenge Phase 1 in Santa Monica in 2023. Drawing on behavioral science research and a similar initiative in Seattle, the pilot explored how incentives could motivate residents to leave a motor vehicle at home and shift toward more sustainable modes of travel.

The pilot offered approximately 300 two-or-more-car households up to $120 per week - a total of $599 - plus a $50 TAP transit pass and 5 FREE rides on bike share if they agreed to keep their second car parked at home for five weeks. Outcomes were measured through weekly odometer readings for each household vehicle. Results showed statistically significant mode shift away from single-occupancy vehicles, with the highest shift to walking and micromobility modes, though the small sample size limited the statistical significance of the vehicle miles traveled (VMT) findings.

International Examples

Germany and Korea offer monthly unlimited passes for various modes. Specifically, Seoul Metro offers a Climate Card as a monthly/unlimited pass for public transportation within Seoul city limits, which includes subways, Seoul-licensed buses, and Seoul's public bike system (Ttareungi). The goal in the creation of this card is to encourage public transit use and reduce carbon emissions. Seoul launched their pilot program in January 2024 and sold more than 62,000 cards on their official launch day, July 1, 2024. By September 2024, 11.8% of public transport users in Seoul used the Climate Card.

DISCUSSION

Metro's existing Vehicle Miles Traveled (VMT) Mitigation Program is an effort to help reduce vehicle miles created by highway projects in Los Angeles County. In line with SB 743 and CEQA, the program evaluates how Metro's highway projects may increase driving and develops strategies to offset those impacts.

To do this, Metro has chosen specific investments, such as expanded transit service, bike infrastructure, and affordable housing near rail, to reduce the need to drive for LA County residents. These strategies help Metro meet the CEQA requirements for highway projects while also supporting cleaner air, healthier communities, and more transportation choices for all.

Implementing a separate VMP program will generate additional revenue for Metro while also giving LA County residents more travel options and reducing vehicle trips to reduce traffic and improve the environment. It is important to note that per SB743, developer contributions cannot supplant funding/subsidies on existing programs (i.e. GoPass & U-Pass).

Metro's goal for the Metro Climate Card Pilot is to build on lessons from existing programs to develop

a multi-modal transit pass that private developers can sponsor, enabling measurable VMT reductions that participating developers can apply toward meeting their CEQA mitigation and sustainability objectives. Sponsored passes could be provided at no cost to riders who agree to reduce their vehicle trips and track their progress. The sponsored passes will also generate additional revenue for Metro, which can be reinvested in other VMT-related projects needed to meet the total VMT credits required by participating developers to satisfy their mitigation. Individual projects included in the pilot program will be chosen based on the level of VMT-reduction required and the amount of developer funding available.

CEQA requires documentation of vehicle trip reduction for mitigation. In order to verify vehicle miles saved, distribution of the pass would be to participants who opt-in to share their before-and-after travel data to verify a change from driving to transit, or other VMT-reducing modes like telecommuting, biking, or walking, and to quantify the driving miles saved to be converted into credits. In order to satisfy developer mitigation, the total VMT savings from the MCC and other VMT-reducing programs (that are not already being used for Metro's own highway mitigation) would need to match the total VMT credits purchased by developers.

Developers who are not able to meet their mitigation requirements in other ways are looking to be able to purchase VMT credits from Metro and other transportation agencies. If Metro is successful in working with developers to fund MCC and other VMT-saving programs, it would be one of the first public-private VMT exchange programs in the state and could lead to establishing a regional VMT bank, one of the outcomes studied in the 2021 SCAG VMT Mitigation Program Pilot Project report.

Proposed Pricing

For the Metro Climate Card, the proposed pricing would use current base fares to calculate the cost of a monthly pass for each mode of transportation (e.g., bus, rail, bikeshare, and micro transit). Currently, fare capping only applies to Bus and Rail. However, the MCC would include unlimited riders for all modes, including Bikeshare and Micro Transit ,at a higher monthly cost (an increase in the 40% to 50% price range).

This program is anticipated to incur additional administrative costs for Metro (including coordinating with developers, monitoring and reporting program usage, and marketing efforts). To cover these costs, a 10% administrative fee is recommended to be added on top of the overall cost to the developer for participating in the VMT mitigation program.

In addition to MCC, other VMT-reducing activities may need to be included to generate enough VMT credits to satisfy developer mitigation requirements, and Metro will need to provide detailed reporting for the participating developers to demonstrate compliance with CEQA requirements. The cost-per-VMT-reduced would need to be averaged across all VMT-reducing projects included in the pilot program. Payment amounts and options will be further studied during the implementation phase and will be brought back to the Board for approval before pilot launch.

A three-year pilot duration will allow Metro to evaluate program participation, verify VMT reduction methodology, test developer demand for VMT mitigation credits, and assess administrative and financial feasibility before determining whether the program should be expanded or made permanent.

DETERMINATION OF SAFETY IMPACT

The Metro Climate Card Pilot Program will improve safety on the Metro system as it will increase the number of riders present on the system.

FINANCIAL IMPACT

Adoption of the Metro Climate Card Pilot Program would promote additional revenue for the agency. The total revenue created will depend on the level of investment by participating developers.

No financial impact is anticipated in FY26. Since this is a multi-year program, the cost center manager and the Chief Customer Experience Officer will be accountable for budgeting the required administrative costs in future years.

Impact to Budget

The source of funding would be private developer funds, which are eligible for bus and rail operations.

EQUITY PLATFORM

Transit programs are Metro's investment in social mobility and an important tool to assist in the fight against income, health, and environmental inequalities. This pilot program will make Metro more accessible to riders, while also providing Metro with additional funding to support other programs that benefit riders.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

This item supports Metro's systemwide strategy to reduce VMT through customer support activities that will improve and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These programs support Metro's Strategic Plan Goal 3) Enhance communities and lives through mobility and access to opportunity, and Goal 4) Transform LA County through collaboration and leadership. Metro will continue to work toward providing accessible and inclusive services for the residents of Los Angeles County.

ALTERNATIVES CONSIDERED

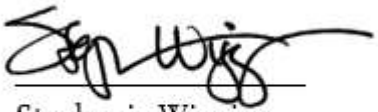
The Board could choose not to proceed with the recommended solution. However, that would eliminate a potential new revenue source, as well as additional VMT reductions resulting in climate and social benefits to the region.

NEXT STEPS

Upon Board approval, staff will finalize program design, including pricing, developer participation agreements, and the methodology for measuring and verifying VMT reductions. Staff will coordinate with local jurisdictions and developers to establish participation processes and prepare the Metro Climate Card pilot for launch.
Staff will report back to the Board prior to program launch with final implementation details and will return at the conclusion of the three-year pilot with an evaluation of program outcomes and recommendations on whether to continue or expand the program.

Prepared by: Devon Deming, Deputy Executive Officer, Fare Programs, Customer Experience, (213) 922-7957
Hayarpi Tosunyan, Senior Director, Finance, Office of Management and Budget, (213) 922-3839
Amber Palacios, Senior Manager, Budget, Office of Management and Budget, (213) 922-5271
Avital Shavit, Senior Director, Special Projects, Office of Strategic Innovation, (213) 922-7518
Jacquilyne Brooks de Camarillo, Senior Director, Transportation Demand Management Policy and Initiatives, Countywide Planning and Development, (213) 547-4335
Yvette Rapose, Deputy Chief Customer Experience, (213) 418-3154

Reviewed by: Michelle Navarro, Deputy Chief Financial Officer, (213) 922-3056
Jennifer Vides, Chief Customer Experience, (213) 922-4060
Seleta Reynolds, Chief Innovation Officer, (213) 922-4098
Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer



Metro Climate Card (MCC) Pilot Program

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 16, 2026

Metro

Objective

- Create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743

Issue

- A VMT Mitigation Program (VMP) is a framework that allows cities, counties, or regional agencies to offset or reduce the added driving that comes from new development projects, while also:
    - Reducing transportation-related greenhouse-gas emissions
    - Encouraging sustainable transportation (transit, walking, biking)
    - Complying with state environmental laws (e.g., in California: CEQA with SB 743)
    - Reducing infrastructure costs by lowering long-term dependency on car travel
    - Supporting smart growth and infill development
- Local real estate developers have requested Metro's help in making VMP projects available to offset project VMT reduction requirements that remain after other efforts have been exhausted.

Background

- Research and practice from around the globe shows incentivizing people to take transit, carpool, walk, or bike can meaningfully reduce driving trips — and that lower car ownership reduces both miles traveled and time spent in traffic
- SB 743 (2013) changed transportation mitigation required for new construction from Level of Service (traffic delay) to Vehicle Miles Traveled (VMT).
- 2018 SCAG summit on SB743 implementation, Metro presented on how bill could be applied to offset the cost of transit pass programs for students and employer.
- In 2019 and 2020, Metro and LADOT applied for and were chosen to receive a SCAG SB743 Implementation Assistance Grant to show how a VMT Bank could be established using the U-Pass Program as an example.
- The final report was published in 2021.



Background (Cont.)

- **LA Metro One Car Challenge**
  - Phase 1 offered 300 households up to $120 per week + $50 TAP transit pass and 5 free rides on bike share if they agreed to keep a car parked at home for five weeks.
  - Outcomes measured through weekly odometer readings for each household vehicle.
- **Seoul Climate Card (SCC)**
  - A monthly/unlimited pass for public transportation within Seoul city limits which includes subways, Seoul-licensed buses, and Seoul's public bike system (Ttareungi).
  - Seoul launched their pilot program in January 2024 and sold more than 62,000 cards on their official launch day, July 1, 2024. By September 2024, 11.8% of public transport riders used SCC.
  - Goal in the creation of this card is to encourage public transit use and reduce carbon emissions.
  - The city is also expanding discounts to make it more accessible to its residents.
- **Germany also offers a monthly unlimited passes for various modes.**

Discussion

- **Metro's Highway Vehicle Miles Traveled (VMT) Mitigation Program**
  - In line with SB 743 and CEQA, program evaluates how Metro's highway projects may increase driving and develops strategies to offset those impacts.
  - Metro has chosen specific cost-effective investments, such as expanded transit service, bike infrastructure, and affordable housing near rail, to reduce the need to drive.
  - Different programs would need to be chosen for investment under this new pilot.
- **Metro Climate Card (MCC) Pilot**
  - Develop a multi-modal transit pass that private developers can sponsor, enabling measurable VMT reductions that participating developers can apply toward meeting their CEQA mitigation and sustainability objectives.
  - Sponsored passes could be provided at no cost to riders who agree to reduce their vehicle trips and track their progress, and additional VMT savings could come from other VMT-reducing projects not already being used for Metro's highway mitigation.
  - Total VMT savings would need to match the total VMT credits purchased by developers.
  - If pilot is successful, it would be one of the first public-private VMT exchange programs in the state and could lead to establishing a regional VMT bank, one outcome studied in the 2021 SCAG report.

Pricing

- Would include unlimited rides for all modes – Bus, rail, bike, micro
- Rate would be 40-50% higher than existing (limited) fare
- Additional 10% fee to participating developers to cover Metro's program administration costs, including monitoring and reporting of VMT savings to meet CEQA compliance
- Other VMT-reducing activities may need to be included to generate enough VMT credits to satisfy developer mitigation requirements
- The cost-per-VMT-reduced would need to be averaged across all VMT-reducing projects included in the pilot program.
- Payment amounts and options will be further studied during the implementation phase and will be brought back to the Board for approval before pilot launch.

Next Steps

- Finalize program design, including pricing, developer participation agreements, and the methodology for measuring and verifying VMT reductions.
- Coordinate with local jurisdictions and developers to establish participation processes and prepare the Metro Climate Card pilot for launch.
- Report back to the Board prior to program launch with final implementation details
- Return at the end of the pilot with an evaluation of program outcomes and recommendations on whether to continue or expand the program.

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

File #: 2026-0100, **File Type:** Contract **Agenda Number:** 31.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: EMERGENCY SECURITY OPERATIONS CENTER (ESOC) AUDIO-VISUAL MAINTENANCE AND TROUBLESHOOTING SERVICES - CONTRACT MODIFICATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS136554000 with Advanced Cable Solutions to incorporate additional scope and funding associated with the implementation and maintenance of a redundant video wall processor system, in the amount of $660,785, increasing the total contract Not-To-Exceed (NTE) amount from $498,000 to $1,158,785.

ISSUE

Metro's ESOC is the central hub for monitoring and responding to security incidents across the Metro system. The ESOC relies on a video wall system to provide real-time situational awareness for Department of Public Safety personnel. The current configuration has a single video processor, creating a potential single point of failure that could disrupt operations during an outage or maintenance. This contract modification will implement a fully redundant video wall processor system to ensure uninterrupted operations. Because the modification increases the contract value beyond the CEO's delegated authority, Board approval is required.

BACKGROUND

Enterprise audio-visual systems, including video walls, support real-time monitoring and coordination during security incidents and emergencies. Metro's ESOC, which supports the Emergency Operations Center and Security Operations Center, relies on the video wall processor to display surveillance feeds and operational information used by DPS dispatchers and command staff. The current configuration uses a single processor, creating a potential single point of failure that could disrupt situational awareness during critical incidents. Implementing a fully redundant processor will ensure continuous operations and system resiliency. In February 2026, Metro awarded a three-year contract with Advanced Cable Solutions in the amount of $498,000 for maintenance services and troubleshooting audio-visual equipment.

DISCUSSION

Subsequent assessments have identified a single critical point of failure in the current architecture that could affect situational awareness during critical incidents. The current setup has just one video processor, so there is no backup system in place, creating a single point of failure that could cause disruptions during an outage or maintenance.

As such, staff is requesting the addition of a redundant processor to address this risk. This will ensure system resiliency and continuity of operations.

Implementing a fully redundant video wall processor will eliminate the current single point of failure in the ESOC video wall system and ensure uninterrupted operations. Of note, the system has not been interrupted since going live in April 2025. However, a redundant system will provide automatic failover during hardware failures, system faults, or maintenance, maintaining continuous situational awareness for DPS personnel. The project includes procurement, installation, integration, testing, and commissioning of an additional processor and associated hardware.

The estimated implementation cost is $555,785, with an additional $105,000 for expanded maintenance over the remaining three-year term. Increasing the contract amount will ensure the reliable operation of these mission-critical ESOC systems.

DETERMINATION OF SAFETY IMPACT

Approval of this item will strengthen Metro's safety posture by ensuring uninterrupted operation of mission-critical ESOC video wall systems that enable real-time situational awareness, rapid decision-making, and coordinated emergency and security response.

FINANCIAL IMPACT

The FY26 Budget includes $2.5 million for this contract in Cost Center 2616, Security Operations Center, under Project Number 300018, ESOC.

Since this is a multi-year contract, the cost center manager and the Chief of Police and Emergency Management will be accountable for budgeting the cost in future years.

Impact to Budget
The source of funding for this action is Proposition C (40%), which is eligible for bus and rail operations.

EQUITY PLATFORM

This action supports equitable service delivery by ensuring the continuity and reliability of security monitoring and emergency response operations across the Metro system. Maintaining countywide situational awareness enables the DPS to protect Metro riders, employees, and the diverse communities Metro serves. At the time of solicitation, the Diversity and Economic Opportunity Department did not establish a Small Business Enterprise or Disabled Veteran Business Enterprise goal for this procurement due to the lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages and align with Metro's Board-adopted VMT reduction targets and statewide climate goals, including achieving carbon neutrality by 2045. Consistent with Metro policy, this Board action has been assessed for its potential impact on VMT.

This item is not anticipated to result in a direct or measurable change in VMT. However, by improving the reliability and resilience of the video wall systems that support emergency response and security operations, this action indirectly supports Metro's ability to maintain safe, reliable transit service. Sustained service reliability encourages continued transit use and supports Metro's broader systemwide efforts to reduce VMT through increased transit ridership.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong "safety" culture.

ALTERNATIVES CONSIDERED

The alternative of not approving this action was considered but is not recommended because it would leave a known single point of failure in the ESOC video wall system. The Board could choose to not award to this vendor and issue a new procurement process. This is not recommended because this vendor was selected based on their existing contract with Metro for specialized audio-visual maintenance, their demonstrated expertise with the ESOC's system, and their role as the current warranty provider. Using the existing contract was the most efficient and cost-effective approach, allowing Metro to address the identified system gap without the delays associated with procuring a new contract. The vendor's familiarity with the existing infrastructure also reduces implementation risk and supports continuity of operations.

NEXT STEPS

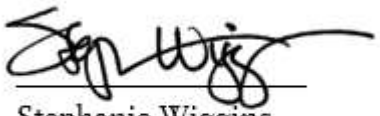
Upon Board approval, staff will execute Contract Modification No. 1 to Contract No. PS136554000 with Advanced Cable Solutions for the implementation of the redundant video wall processor system.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Robert Gummer, Deputy Chief, System Security and Law Enforcement Officer, (213) 922-4513
Mark Weimerskirch, Senior Executive Officer, System Security and Law Enforcement, (213) 922-7011
Aldon Bordenave, Deputy Executive Officer, System Security and Law Enforcement, (213) 922-4404
Nicholas Kappos, Director, Physical Security, (213) 922-4386
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448
Arnold Hackett, Senior Advisor to the CEO, (213) 922-7403



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

MAINTENANCE SERVICES AND TROUBLESHOOTING FOR AUDIO-VISUAL EQUIPMENT / PS136554000

1.	**Contract Number**: PS136554000			
2.	**Contractor**: Advanced Cable Solutions			
3.	**Mod. Work Description:** Implement and maintain a fully redundant Christie Spyder video wall processor system at the Emergency and Security Operations Center (ESOC).			
4.	**Contract Work Description**: Provide audio-visual preventive maintenance and troubleshooting services to support continuous command center operations.			
5.	**The following data is current as of:** 3/11/2026			
6.	**Contract Completion Status**			
	Contract Awarded:	2/9/2026	**Contract Award Amount:**	$498,000
	Notice to Proceed (NTP):	N/A	**Total Modifications Approved:**	$0
	Original Complete Date:	2/8/2029	**Pending Modifications (including this action):**	$660,785
	Current Est. Complete Date:	2/8/2029	**Current Contract Value (with this action)**	$1,158,785
7.	**Contract Administrator**: Kathy Khang		**Telephone Number**: (213) 922-5242	
	Project Manager: Nicholas Kappos		**Telephone Number**: (213) 922-4386	

A. Procurement Background

This Board Action is to approve Modification No. 1 to Contract No. PS136554000 to acquire, implement and maintain a fully redundant Christie Spyder video wall processor system to ensure uninterrupted operation of the two video walls at the Emergency and Security Operations Center (ESOC).

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

In February 2026, Metro awarded a three-year contract to Advanced Cable Solutions to provide maintenance services and troubleshooting for audio visual equipment at the ESOC.

No modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), technical analysis and price analysis.

Proposal Amount	Metro ICE	Recommended Amount
$660,785	$654,250	$660,785

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

MAINTENANCE SERVICES AND TROUBLESHOOTING FOR AUDIO-VISUAL EQUIPMENT / PS136554000

Mod No.	Description	Status (approved or pending)	Date	Amount
1	Implement and maintain a redundant Christie Spyder video wall processor system at the Emergency and Security Operations Center.	**Pending**	**Pending**	**$660,785**
	Modification Total:			**$660,785**
	Original Contract:		**2/9/2026**	**$498,000**
	Total:			**$1,158,785**

DEOD SUMMARY

MAINTENANCE SERVICES AND TROUBLESHOOTING FOR AUDIO-VISUAL EQUIPMENT / PS136554000

A. Small Business Participation

At the time this was solicited, the Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal. Advanced Cable Solutions (ACS) did not make a commitment for this contract. It is expected that ACS will continue to perform the services with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Emergency Security Operations Center Audio-Visual Systems Maintenance Services Contract Modification

Operations, Safety, & Customer Experience Committee
April 16, 2026

Metro

Staff Recommendation

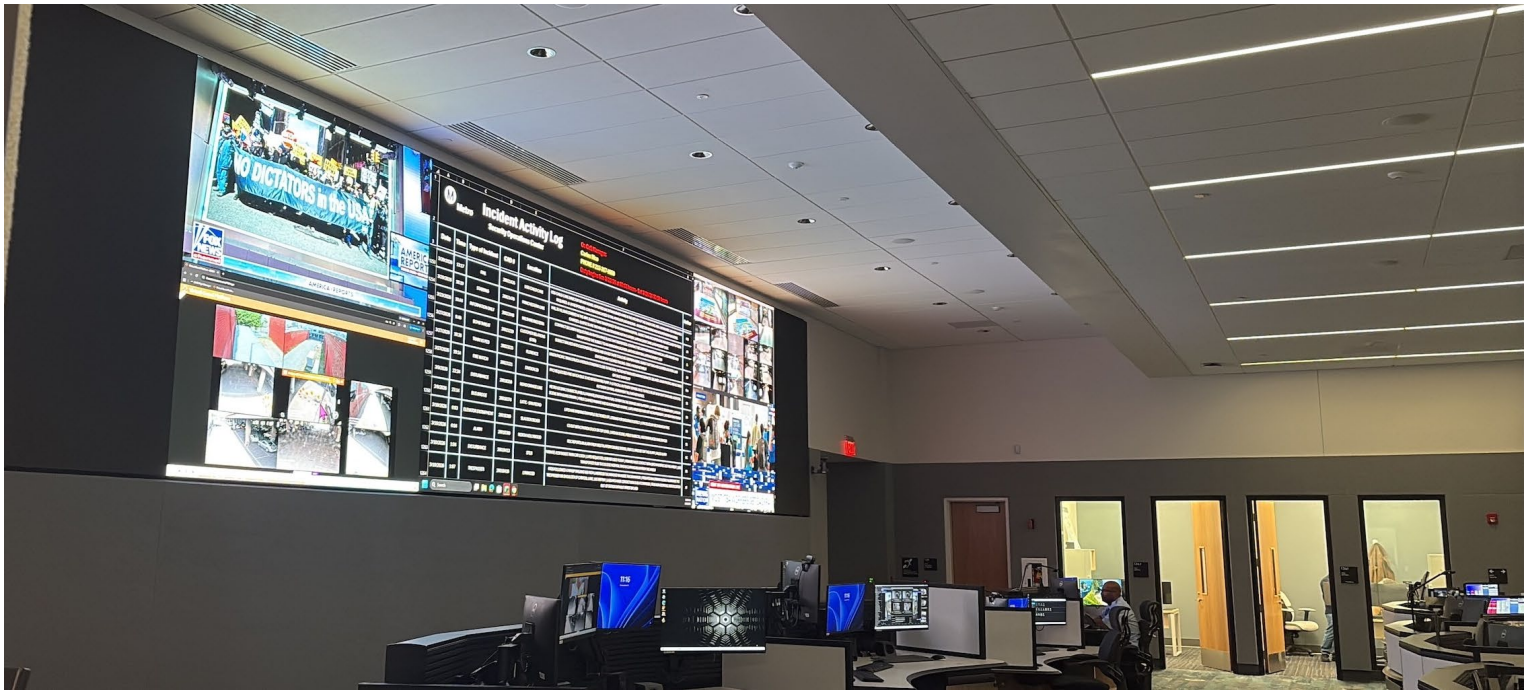
AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS136554000 with Advanced Cable Solutions (ACS) to incorporate additional scope and funding associated with the implementation and maintenance of a redundant video wall processor system, in the amount of $660,785, increasing the total contract Not-To-Exceed (NTE) amount from $498,000 to $1,158,785.

Metro

Background and Issue

- Metro's ESOC, which supports the Emergency Operations Center and Security Operations Center, relies on the video wall processor to display surveillance feeds and operational information used by the Department of Public Safety (DPS).

- A three-year contract was awarded in February 2026 to provide maintenance and troubleshooting services for the ESOC audio-visual systems.



Background and Issue (cont.)

- However, subsequent assessments by ACS identified a single critical point of failure in the video wall processor that could affect situational awareness during critical incidents.
    - The current setup has just one video processor, so there is no backup system in place, which could cause disruptions during an outage or maintenance.
- **Implementing a fully redundant video wall processor will eliminate the current single point of failure in the ESOC video wall system and ensure uninterrupted operations.**
    - The redundant system will provide automatic failover during hardware failures, system faults, or maintenance, maintaining continuous situational awareness for DPS personnel.

Metro

Next Steps

- Upon Board approval, staff will execute Contract Modification No. 1 to Contract No. PS136554000 with Advanced Cable Solutions for the implementation of the redundant video wall processor system.

Metro

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

File #: 2026-0162, **File Type:** Contract **Agenda Number:** 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: TUNNEL GROUTING SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) task order contract, Contract No. OP129922(2)000 to Keller North America, Inc., for Tunnel Grouting Services, in the Not-To-Exceed (NTE) amount of $9,464,800 for the five-year base period and $607,444 for the first one-year option, $631,854 for the second one-year option, and $657,628 for the third one-year option, for a combined NTE amount of $11,361,726, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

ISSUE

The Metro rail network consists of facilities interconnected by concrete guideways and subway tunnels. These structures require periodic restoration, patching, and sealing to preserve structural integrity and prevent water intrusion through contact grouting. Approval of this contract is necessary to provide grouting services on the A, B, D, E and K Lines, that extend the service life of these concrete assets, enhance durability, and prevent system deterioration.

BACKGROUND

Over time, Metro rail concrete guideways and subway tunnels are impacted by environmental conditions that can cause cracking, spalling, and water seepage. In underground tunnel environments, certain sections are particularly susceptible to groundwater intrusion due to fluctuating water tables resulting from rainfall or storm events. These conditions require sealing to prevent water inflow into tunnels and protect rail system components. Grouting services involve injecting cementitious or chemical materials into cracks, voids, or other defects within tunnels and guideways to restore concrete substrates and stop water infiltration. These repairs help maintain structural reliability, ensure system safety, and preserve the functionality of Metro’s rail infrastructure assets,

which includes tunnel trackway for the existing A Line, B and D Lines, E Line and K Line, as well as the new D Line extensions.

Inspections of railway concrete structures are conducted regularly under Metro's State of Good Repair (SGR) and Transit Asset Management (TAM) Programs. Tunnel grouting services are implemented as part of this broader SGR and TAM strategy to extend asset life and prevent service disruptions.

Grouting services are currently being provided by the existing Contract No. C1146-2000, which expired on 12/31/2025. Prior to expiration, staff issued the final Task Order 8, with a Period of Performance that ends 6/30/27. Accordingly, the award of a new contract is necessary to allow for additional Task Orders to be executed to ensure continuity of grouting services.

DISCUSSION

The scope of services under the Tunnel Grouting Services contract includes repairing identified cracks, spalling, and voids by injecting specialized grout materials into railway tunnels and concrete structures to prevent and stop water leaks. The work may also include patching damaged concrete, replacing damaged reinforcing steel, and removing and reinstalling electrical, mechanical, or plumbing equipment as needed to complete the repairs. All work will be performed on a task order basis as grouting needs are identified. Additional details regarding the solicitation of IFB No. OP129922(2) are provided in Attachment A, Procurement Summary.

Tunnel Grouting Services is an SGR initiative focused on renewing and maintaining critical transit infrastructure assets, including the A, B, D, E and K Lines, to ensure continued rail service reliability, safety, and accessibility.

DETERMINATION OF SAFETY IMPACT

Award of the Tunnel Grouting Services contract will contribute to maintaining transit infrastructure assets in an SGR, as recommended by Metro's TAM Plan, which is essential to providing safe, reliable, and well-maintained facilities for both Metro riders and employees who utilize Metro rail transit infrastructure daily.

FINANCIAL IMPACT

This task order based contract award action authorizes an NTE spending limit of $9,464,800. As task orders become necessary, funding will be provided from the appropriate project. The funding source differs depending on the individual project. As such, task orders will only be issued when there is sufficient funding within the approved budget for each respective project.

Since this is a multi-year contract, the Project Manager will be responsible and accountable for budgeting any planned annual work program for the current and future fiscal years in Cost Center 3924 Rail Transit Facilities Maintenance under projects 300022 Rail Operations A Line, 300044 Rail Operations B Line, 300066 Rail Operations E Line and 300077 Rail Operations K Line for the term of the contract, including any option(s) exercised.

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Passenger Fares, Propositions A and C, Measures R and M sales tax revenues, State Transit Assistance (STA), and the Transportation Development Act.

EQUITY PLATFORM

This action will continue to advance equity by supporting ongoing SGR maintenance of concrete guideways and subway tunnels, ensuring safe and reliable service throughout the Metro rail network. Metro is committed to maintaining its rail transit assets to provide accessible and dependable transportation to everyone, including low-income households, zero-vehicle households, and Black, Indigenous, and People of Color (BIPOC) communities. In addition, several accessible rail stations function as key transfer points, connecting riders to other Metro rail lines and multiple bus lines. These connections are critical for workers, students, and residents from Equity Focus Communities (EFCs) who rely on the transit system for daily mobility.

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent (0%) of the Total Contract Price. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there is one certified small business participating in this contract.

VEHICLE MILES TRAVELED (VMT) OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through SGR maintenance of bus and rail transit infrastructure assets. These investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendation aligns with Metro's Strategic Plan by advancing Goal No.2, which is to deliver outstanding trip experiences for all transportation system users, and Goal No. 3, which is to

enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative would be to solicit individually separate contract awards each time grouting services are needed. However, this approach is not recommended because it would require significantly more staff and time to process each solicitation, leading to delays due to the extended lead time of each procurement cycle.

In addition, grouting services should not be delayed when a need arises, as concrete spalling, cracking, and water intrusion are not static conditions. These issues can worsen rapidly, leading to accelerated structural deterioration and potential rail operational disruptions.

NEXT STEPS

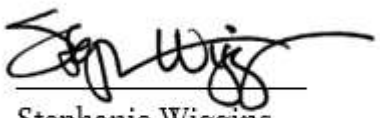
Upon approval by the Board, staff will execute Contract No. OP129922(2)000 to Keller North America, Inc. for tunnel grouting services on a task order basis for guideways and tunnels for a five-year base period plus three one-year options.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Geyner Paz, Chief Administrative Analyst, (213) 922-3744
Rudy Loera, Deputy Executive Officer, Facilities Maintenance (213) 617-6225
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
TUNNEL GROUTING SERVICES/ OP129922(2)000

1.	**Contract Number**: OP129922(2)000	
2.	**Recommended Vendor**: Keller North America, Inc.	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 11/5/2025	
	B. Advertised/Publicized: 11/5/2025	
	C. Pre-Bid Conference: 11/14/2025	
	D. Bids Due: 1/12/2026	
	E. Pre-Qualification Completed: 2/9/2026	
	F. Ethics Declaration Forms Submitted to Ethics: 1/13/2026	
	G. Protest Period End Date: 4/21/2026	
5.	**Solicitations Downloaded**: 39	**Bids Received**: 3
6.	**Contract Administrator**: Johsua Sierra	**Telephone Number**: 213-922-4539
7.	**Project Manager**: Rudy Loera	**Telephone Number**: 213-617-6225

A. Procurement Background

This Board Action is to approve Contract No. OP129922(2)000 issued to support concrete restoration and groundwater intrusion mitigation across Metro's rail system, including guideways, bridges, tunnels, and related facilities, requiring periodic concrete repair, grouting, patching, reinforcement, and associated electrical, mechanical, or plumbing work. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP129922(2) was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery/Indefinite Quantity (IDIQ). The Diversity & Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) goal.

5 amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on November 18, 2025 revised the Public Works Verification Form Exhibit;
- Amendment No. 2, issued on November 26, 2025 extended critical dates;
- Amendment No. 3, issued on December 2, 2025 revised language in LOI-01: Notice of Invitation;
- Amendment No. 4, issued on December 12, 2025 revised language in SP-13: Liquidated Damages; replaced Exhibit C in its entirety
- Amendment No. 5, issued on December 15, 2025 replaced Exhibit 2 – Schedule of Quantities and Prices in its entirety.

A total of 39 firms downloaded the IFB and were included in the planholders' list. A virtual pre-bid conference was held on November 14, 2025, and was attended by 13 participants representing eight firms. There were eight questions received for this IFB and responses were provided prior to the bid due date.

A total of three bids were received on January 12, 2026.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The three bids received are listed below in alphabetical order:

1. Frontier-Kemper Constructors, Inc.
2. Keller North America, Inc.
3. Renesco

Keller North America, Inc., was found to be the lowest responsive, responsible bidder.

C. Price Analysis

The recommended bid Not-To-Exceed (NTE) price from Keller North America has been determined to be fair and reasonable based upon price analysis, technical analysis, adequate price competition, Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The ICE is approximately 29% higher than the recommended bid due to differences in the method of calculation of the ICE and the bid itemization. While Metro's ICE was calculated based on Metro's projected needs for tunnel maintenance services, and included some internal costs, the bid documents requested bidders to itemize specific items and their unit rates as well as labor rates for estimated quantities, however, all work will have a discreet scope of work and will only be authorized through a fully executed task order up to the NTE amount.

Bidder Name	Metro ICE	Bid Amount (NTE)
Keller North America, Inc.	$16,000,000.00	$11,361,726.00
Renesco	$16,000,000.00	$32,553,179.21
Frontier-Kemper Constructors, Inc.	$16,000,000.00	$45,279,332.00

D. Background on Recommended Contractor

The recommended firm, Keller North America, Inc., is headquartered in Hanover, Maryland, and maintains multiple offices throughout California. It has been in business for over 100 years and is a leader in the field of specialty geotechnical construction. Keller North America, Inc. is also the incumbent for the current concrete repair, grouting, patching, reinforcement, and associated electrical, mechanical, and plumbing work contract and has performed satisfactorily.

DEOD SUMMARY
TUNNEL GROUTING SERVICES/ OP129922(2)000

A. Small Business Participation

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent (0%) of the Total Contract Price. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there is one certified small business participating in this contract.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

MAINTENANCE & ENGINEERING

TUNNEL GROUTING SERVICES

Metro

Operations, Safety, & Customer Experience Committee Meeting
April 16, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) task order contract, Contract No. OP129922(2)000 to Keller North America, Inc., for Tunnel Grouting Services, in the Not-To-Exceed (NTE) amount of $9,464,800 for the five-year base period and $607,444.00 for the first one-year option, $631,854.00 for the second one-year option, and $657,628.00 for the third one-year option, for a combined NTE amount of $11,361,726.00, subject to the resolution of any properly submitted protest(s), if any.

EXECUTE individual contract modifications within the Board-approved contract modification authority.

Metro

ISSUE & DISCUSSION

AWARDEE

Keller North America, Inc.

NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
Keller North America, Inc.,	$11,361,726.00	$16,000,000.00	$11,361,726.00
Renesco	$32,553,179.21	$16,000,000.00	
Frontier-Kemper Constructors, Inc.	$45,279,332.00	$16,000,000.00	

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent (0%) of the Total Contract Price. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there is one certified small business participating in this contract.

ISSUE

The Metro rail network consists of facilities interconnected by concrete guideways and subway tunnels. These structures require periodic restoration, patching, and sealing to preserve structural integrity and prevent water intrusion through contact grouting.

Metro

ISSUE & DISCUSSION

DISCUSSION

The scope of services under the Tunnel Grouting Services contract includes repairing identified cracks, spalling, and voids by injecting specialized grout materials into railway tunnels and concrete structures to prevent and stop water leaks. The work may also include patching damaged concrete, replacing damaged reinforcing steel, and removing and reinstalling electrical, mechanical, or plumbing equipment as needed to complete the repairs.

Metro

File #: 2026-0176, **File Type:** Contract **Agenda Number:** 33.

OPERATIONS, SAFETY, AND CUSTOMERS EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate contract, Contract No. OP1349930008370 to Los Angeles Glass Company, Inc., to provide glass replacement and installation services systemwide for a Not-To-Exceed (NTE) amount of $4,737,385.00 for the three-year base period, effective July 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The existing glass replacement and installation services contract expires June 30, 2026. To continue providing these critical as-needed services, ensuring compliance with Metro's standards to maintain safe operations and timely glass replacement and installation services, a new contract award is required, effective July 1, 2026.

BACKGROUND

On January 26, 2023, the Board awarded a firm-fixed unit rate Small Business Enterprise (SBE) Set-Aside Contract No. OP917120008370 to Los Angeles Glass Company, Inc., a Metro-certified SBE to provide glass replacement and installation services, effective March 1, 2023.

Under the current contract, the contractor is required to provide as-needed board-up for broken glass panels, along with glass replacement and installation services systemwide.

There are various types of glass panels used throughout the Metro system for map cases, security guard shacks, fire hose and fire extinguisher cabinets, and elevators within the elevator cab, hoistway, and doors. Glass panels are subject to damage due to vandalism, breakage, accidents, and natural disasters requiring timely board-up and replacement.

Elevator glass panels are special, tempered, laminated, and fire-resistant, in accordance with State Elevator Safety Codes. When vandalized, a timely response for elevator glass board up or replacement is critical to Metro's operations to address emergencies, avoid service interruption, and

ensure patrons' accessibility to Metro stations. This is especially important for individuals with disabilities, senior citizens, and other patrons who rely on elevators, while ensuring a safe and reliable environment for all Metro patrons.

During the term of the existing contract, the scope of services expanded to include the stations along the A Line Foothill Extension Phase 2, D Line (Purple) Extension Phase I, K Lineand LAX/Metro Transit Center.

Under the current contract, Los Angeles Glass Company Inc. has provided satisfactory services for as-needed glass replacement and installation services systemwide.

On August 19, 2025, Metro issued a solicitation to provide as-needed glass replacement and installation services.

DISCUSSION

Under the new contract recommended for award, Los Angeles Glass Company, Inc., will continue to perform as-needed glass replacement and installation services systemwide to ensure safe operations and timely service delivery.

These services support critical safety, operational, and maintenance objectives for Metro's station and elevator infrastructure. Timely repair and replacement of damaged, cracked, or vandalized glass and board-ups help maintain safe working conditions and clear visibility, while enhancing passenger safety and accessibility. Prompt repairs also minimize the risk of injury and service disruptions, ensure reliable and uninterrupted transit operations, deter vandalism, preserve station aesthetics, and maintain a safe, secure, and welcoming environment for all passengers and staff.

During the term of the new contract, the scope of services will further expand to include additional stations along the D Line (Purple) Extension Phases II and III.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of maintenance services with timely responses to as-needed board-up for broken glass panels and glass replacement services, in an effort to provide safe, on-time, and reliable services systemwide.

FINANCIAL IMPACT

Budget will be allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various rail operating projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operation Officer, Shared Mobility, will be accountable for budgeting the cost in FY27 and future years.

Impact to Budget

The current sources of funds for this action are local funds, which are eligible for rail and bus operations.

EQUITY PLATFORM

Providing timely response for as-needed glass replacement and installation services is critical to Metro's patrons to ensure elevators are operational and service is reliable and accessible to those with disabilities, older adults, and others, while providing a safe and reliable environment to our patrons. Prolonged elevator downtime due to vandalized or damaged glass panels causes delays, trip disruptions, and potential safety challenges for patrons requiring the use of elevators to complete their trip. Rail Operations are required to provide alternate accessibility services for impacted customers by requesting Access Services, which extends trip times, limits access to Metro's transit system, and negatively impacts customers' experience.

Metro customers, including those with Limited English Proficiency (LEP), can report broken glass and vandalism through the Customer Relations numbers posted throughout the rail and bus system. Customers have the option of communicating with Metro through nine different languages by utilizing the translation services. Metro also ensures translated signage is posted for those reporting broken glass on the Metro system, in addition to providing signage to be posted in the multiple languages required when an elevator is out of service.

Prior to the release of this solicitation, a Systemwide Metro Connect Industry Forum Outreach event was conducted on July 23, 2025. During this outreach event, staff provided an overview detailing the policy for the Small Business Enterprise (SBE) program requirements for competitively negotiated procurements.

The Diversity & Economic Opportunity Department (DEOD) established a 30% SBE goal and 3% DVBE goal for this solicitation. Los Angeles Glass Inc., a Metro certified SBE prime, exceeded the SBE goal by making a 97% SBE and 3% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through these maintenance activities that will improve bus and rail station safety and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring

System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing timely as-needed broken glass panel board-up and replacement services will ensure providing a safe environment to our patrons, accessibility and service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, cleanliness, operation, and customer experience.

With the completion of a financial-based insourcing study based on quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for glass replacement and installation services, among other services. Based on initial findings, glass replacement and installation services were not recommended for insourcing as this action does not meet the study's qualitative budgetary objectives. Providing this service in-house would require the hiring and training of additional personnel, the acquisition of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

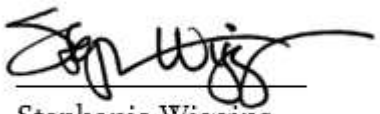
Upon approval by the Board, staff will execute Contract No. OP1349930008370 with Los Angeles Glass Company Inc., effective July 1, 2026, to provide as-needed glass replacement and installation services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Ruben Cardenas, Senior Director, Facilities Contracted Maintenance Services, (213) 922-5932
Lena Babayan, Executive Officer, Operations Administration, (213) 922-6765
Shahrzad Amiri, Deputy Chief Operation Officer, Shared Mobility, (213) 922-3061
Debra Avilla, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1349930008370

1.	**Contract Number**: OP1349930008370	
2.	**Recommended Vendor**: Los Angeles Glass Company, Inc.	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued : 8/19/2025	
	B. Advertised/Publicized: 8/19/2025	
	C. Pre-Bid Conference: 8/26/2025	
	D. Bids Due: 9/26/2025	
	E. Pre-Qualification Completed: 11/21/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 9/26/2025	
	G. Protest Period End Date: 4/21/2026	
5.	**Solicitations Downloaded**: 16	**Bids Received**: 2
6.	**Contract Administrator**: Misty Atalanta Alderaan	**Telephone Number**: (213) 922-7673
7.	**Project Manager**: Maral Minasian	**Telephone Number**: (213) 922-6762

A. Procurement Background

This Board Action is to approve the award of Contract No. OP1349930008370 issued to support glass replacement & installation services throughout Metro bus, rail, customer, and administrative support facilities to ensure compliance with regulatory standards and safety requirements. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On August 19, 2025, Invitation for Bids (IFB) No. OP134993 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type was a firm fixed unit rate. Metro's Diversity & Economic Opportunity Department (DEOD) recommended a 30% SBE goal and 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement and the solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program which gives eligible LSBE bidders a 5% scoring preference as a bid price reduction.

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on August 29, 2025, revised the schedule of quantities, and included the pre-bid conference materials.
- Amendment No. 2, issued on September 23, 2025, revised the schedule of quantities and prices.

A total of 16 firms downloaded the IFB and were included in the planholders' list. A virtual pre-bid conference was held on August 26, 2025, and was attended by 2 firms.

On September 26, 2025, the bid due date, Metro received 2 bids from:

1. Gandy Glass Co., Inc.
2. Los Angeles Glass Company, Inc.

Since only 2 bids were received, Metro staff conducted a market survey of the firms on the planholders' list to determine why no other bids were received. One firm responded to the survey and stated they would be unable to meet the DVBE goal. However, since the solicitation package was released with a list of over 80 Disabled Veteran Business Enterprises (DVBEs) that were listed under the NAICS codes for this project, Metro considered that it was a business decision from the firm not to participate in the solicitation.

On November 18, 2025, Gandy Glass Co. Inc., notified Metro staff that the company would be filing for bankruptcy and, as a result, must withdraw its bid from the solicitation. Accordingly, Metro continued its evaluation of the remaining bid from Los Angeles Glass Company, Inc. Since Gandy Glass withdrew its bid, the LSBE Preference bid reduction, was not applied.

B. Evaluation of Bids

This procurement was conducted in accordance with and complies with Metro's Acquisition Policy for a competitive sealed bid. Los Angeles Glass Company, Inc.'s bid submission was evaluated to determine responsiveness to the solicitation requirements. Areas of responsiveness include meeting all listed minimum qualifications, such as years of experience providing glass replacement and installation services and possession of a current C-17 Specialty license issued by the State of California.

Los Angeles Glass Company, Inc., was determined to be qualified to perform the required services based on the IFB requirements.

C. Cost/Price Analysis

The recommended bid price from Los Angeles Glass Company, Inc., has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), price analysis, fact-finding, and technical evaluation. The bid is 31.34% below the ICE, resulting in a savings of $1,760,907. Metro staff verified that the bid was complete and accounted for all line items in the bid requirements. The difference between the ICE and the recommended bid amount is attributable to the contractor submitting lower unit rates for the majority of the services to remain competitive in this solicitation.

Bidder Name	Metro ICE	Bid Amount
Los Angeles Glass Company, Inc.	$6,498,293	$4,737,385

Gandy Glass Co., Inc.	$6,498,293	$5,581,805

D. Background on Recommended Contractor

Los Angeles Glass Company, Inc., was founded in 2007 and is a licensed and bonded, full-service glass installation contractor. With nearly 2 decades of industry experience, Los Angeles Glass Company's servicing and engineering departments have been performing similar and related services. Los Angeles Glass Company is the incumbent contractor and has consistently provided satisfactory service since 2020.

DEOD SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1349930008370

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Los Angeles Glass Company, Inc., an SBE prime, exceeded the goal by making a 97% SBE and 3% DVBE commitment.

Small Business Goal	**30% SBE 3% DVBE**	**Small Business Commitment**	**97% SBE 3% DVBE**

	SBE Subcontractor	**% Committed**	**LSBE**	**Non-LSBE**
1.	Los Angeles Glass Company, Inc. (Prime)	97%	X	
	Total Commitment	**97%**		

	DVBE Subcontractor	**% Committed**	**LSBE**	**Non-LSBE**
1.	Los Angeles Glass Company, Inc. (Prime)	3%	X	
	Total Commitment	**3%**		

B. Local Small Business Preference Program (LSBE)

Los Angeles Glass Company, Inc., an LSBE prime, is eligible to receive the LSBE Preference, as a bid price reduction.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

SHARED MOBILITY - FACILITIES CONTRACTED MAINTENANCE SERVICES

GLASS REPLACEMENT AND INSTALLATION SERVICES OP1349930008370

Metro

Operations, Safety, & Customer Experience Committee Meeting
April 16, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate contract, Contract No. OP1349930008370 to Los Angeles Glass Company Inc., to provide glass replacement and installation services systemwide for a Not-To-Exceed (NTE) amount of $4,737,385.00 for the three-year base period, effective July 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Los Angeles Glass Company Inc.

NUMBER OF BIDDERS – 2

- Los Angeles Glass Company Inc. – Responsive
- Gandy Glass Co. Inc. – Withdrawn (Business discontinued on 12/31/25)

DEOD COMMITMENT/

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) goal and 3% Disabled Veterans Business Enterprise (DVBE) goal, with Los Angeles Glass Company, Inc., a Metro certified SBE prime, exceeding the SBE goal by making a 97% SBE and 3% DVBE commitment.

ISSUE

The existing glass replacement and installation services contract expires June 30, 2026. To continue providing these critical as-needed services, ensuring compliance with Metro's standards to maintain safe operations and timely glass replacement and installation services, a new contract award is required effective July 1, 2026.

Metro

ISSUE & DISCUSSION

DISCUSSION

Under the new contract recommended for award, Los Angeles Glass Company, Inc., will continue to perform as-needed glass replacement and installation services systemwide to ensure safe operations and timely service delivery.

These services support critical safety, operational, and maintenance objectives for Metro's station and elevator infrastructure. Timely repair and replacement of damaged, cracked, or vandalized glass and board-ups help maintain safe working conditions and clear visibility, while enhancing passenger safety and accessibility. Prompt repairs also minimize the risk of injury and service disruptions, ensure reliable and uninterrupted transit operations, deter vandalism, preserve station aesthetics, and maintain a safe, secure, and welcoming environment for all passengers and staff.

During the term of the new contract, the scope of services will further expand to include additional stations along the D Line (Purple) Extension Phases II and III

Metro

File #: 2026-0177, **File Type:** Contract **Agenda Number:** 34.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: TUNNEL WASHING SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP122327(4) 000 to Parkwood Landscape Maintenance Inc., to provide tunnel washing services systemwide for a Not-To-Exceed (NTE) amount of $5,295,000.00 for the five-year base term, effective July 1, 2026, subject to the resolution of any properly submitted protests(s), if any.

ISSUE

The existing tunnel-washing services contract expires on June 30, 2026. To continue providing these critical services, ensuring compliance with Metro's cleanliness standards, and maintaining safe operations, a new contract award is required, effective July 1, 2026.

BACKGROUND

On June 22, 2017, the Board awarded a firm-fixed unit rate Contract No. OP778590003367 to Parkwood Landscape Maintenance, Inc., to provide tunnel washing services. The scope of services ensures tunnel cleanliness standards are met and includes the use of pressurized water and degreasing solutions, as necessary, to remove sludge and residue generated by train brake pads and rotors, as well as the removal of debris and particulates, while cleaning walls, tracks, coverboards, insulators, catwalks, handrails, and the entire wall area above the third rail within the stations.

During the term of the existing contract, the scope of services expanded from 39.4 miles of tunnel trackway which included the B/D (Red/Purple) Line and the E Line (Expo) between Mariachi Plaza and Soto Stations to include an additional 13.9 miles of tunnel trackway for the A Line Regional Connector, D Line (Purple) Extension Phase I, and K Line Crenshaw/LAX segments, for a total of 53.3 miles of tunnel trackway; which requires tunnel washing services to improve the overall conditions and cleanliness.

Since the start of the contract, Parkwood Landscape Maintenance, Inc., has collected and removed approximately 159,346 pounds of dry trash, debris and 5,184 pounds of wet sludge from the tunnel trackway.

Under this contract, Parkwood Landscape Maintenance, Inc., has continued to provide satisfactory services, performing tunnel washing services systemwide.

Within the past 24 months, three (3) solicitations were issued on May 14, 2024, October 2, 2024, and February 19, 2025, however were cancelled due to (1) no bids received, (2) changes to the Scope of Services (SOS), and (3) unreasonable pricing, as well as the need to further evaluate and refine the SOS to ensure expanding opportunities for small and medium-sized firms to do business with Metro.

On August 28, 2025, a new solicitation to provide tunnel washing services was issued under the Medium-Size Business Enterprise (MSZ) program.

DISCUSSION

Under the new tunnel washing services contract, Parkwood Landscape Maintenance, Inc., will continue to perform tunnel washing to remove trash and debris necessary to maintain a safe and clean train path and to mitigate potential fire hazards caused by excessive grease and debris accumulation within the rail confined spaces, adjacent to an energized third rail.

These services support critical safety, operational, and maintenance objectives for Metro's station infrastructure. Regular cleaning ensures safe working conditions by removing accumulated soot, exhaust residue, sludge, and grime, maintaining essential visibility, reducing fire hazards, minimizing corrosive damage to extend the lifespan of infrastructure and equipment, and improving air quality and circulation throughout the tunnels, while supporting reliable and uninterrupted transit operations.

During the term of the new contract, the scope of services will further expand to include an additional 6.3 miles of tunnel trackway for D Line (Purple) Extension Phases II and III, resulting in a total of 59.6 miles of tunnel trackway.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity and meet Metro's maintenance standards by providing regularly scheduled service in a timely manner. This will also improve overall safety and cleanliness conditions as well as the air quality within the stations in an effort to continue providing safe, clean, quality, on-time, and reliable services for our customers and the public.

FINANCIAL IMPACT

The new contract starts on July 1, 2026. Budget will be allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various rail operating projects. Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be accountable for budgeting the cost in FY27 and future years.

Impact to Budget

The current sources of funds for this action are local funds (fare revenue, advertising revenue, as well as Prop A 35%, Prop C 40%, Measure R 5%, Measure M 5%, and TDA 4), which are eligible for rail operations.

EQUITY PLATFORM

Providing ongoing tunnel washing services supports critical safety, operational, and maintenance of Metro's tunnel trackway infrastructure, enhancing safe working conditions and station safety by removing accumulated soot, exhaust residue, sludge, and grime, to maintain essential visibility, improve air quality, reduce fire hazards, and minimize corrosive damage to equipment and infrastructure. Tunnel washing services enhance Metro staff and patrons' experience while utilizing Metro's facilities and transit system. This is especially critical in Equity Focus Communities, where individuals often depend on public transportation as their primary means of travel.

Prior to the release of this solicitation, a Systemwide Metro Connect Industry Forum Outreach event was conducted on February 7, 2024. During this outreach event, staff provided an overview detailing the policies for the enhanced MSZ and Small Business Enterprise (SBE) Programs for competitively negotiated procurements.

The Diversity and Economic Opportunity Department (DEOD) established a 12% SBE goal and 3% Disabled Veterans Business Enterprise (DVBE) goal. Parkwood Landscape Maintenance, Inc., met the goal by making a 12% SBE and 3% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through these maintenance activities that will improve bus and rail station safety and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Performing ongoing regular maintenance services will ensure compliance with Metro's station cleanliness standards to support safe and clean conditions, which result in enhanced

customer experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, cleanliness, operation, and customer experience.

With the completion of a financial-based insourcing study based on quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for tunnel washing services, among other services. Based on initial findings, tunnel washing services were not recommended for insourcing as this action does not meet the study's qualitative budgetary objectives. Providing this service in-house would require the hiring and training of additional personnel, the acquisition of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

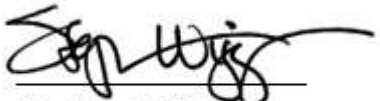
Upon approval by the Board, staff will execute Contract No. OP122327(4)000 to Parkwood Landscape Maintenance Inc., effective July 1, 2026, to provide tunnel washing services systemwide.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Ruben Cardenas, Senior Director, Facilities Contracted Maintenance Services, (213) 922-5932
Lena Babayan, Executive Officer, Operations Administration, (213) 922-6765
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TUNNEL WASHING SERVICES / CONTRACT NO. OP122327(4)000

1.	**Contract Number**: OP122327(4)000	
2.	**Recommended Vendor**: Parkwood Landscape Maintenance, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: August 28, 2025	
	B. Advertised/Publicized: August 28, 2025	
	C. Pre-Proposal Conference: September 3, 2025	
	D. Proposals Due: October 2, 2025	
	E. Pre-Qualification Completed: January 9, 2026	
	F. Ethics Declaration Forms submitted to Ethics: October 8, 2025	
	G. Protest Period End Date: March 24, 2026	
5.	**Solicitations Downloaded**: 19	**Proposals Received**: 2
6.	**Contract Administrator**: **Andrew Coppolo**	**Telephone Number**: **(213) 922-1067**
7.	**Project Manager**: **Maral Minasian**	**Telephone Number**: **(213) 922-6762**

A. Procurement Background

This Board Action is to approve Contract No. OP122327(4)000 to provide complete high pressure washing services to clean the walls, ceiling, and floors of rail tunnels from trash debris, dirt, dust, grease, grime, sharps, and other contaminants from Metro Rail tunnels. Board approval of contract award is subject to the resolution of any properly submitted protest, if any.

Request for Proposals (RFP) No. OP122327(4) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 12%, a Disabled Veteran Business Enterprise (DVBE) goal of 3%, and was subject to the Local Small Business Enterprise (LSBE), which gives eligible proposers a 5% preference bonus points for utilizing local small business firms.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 3, 2025, provided an updated pricing form to incorporate the correct total amount of hours for future locations in Exhibit 2 – Schedule of Quantities and Prices (SQ&P) and provided a Best and Final Offer (BAFO) proposal due date.

A total of 19 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on September 3, 2025, and was attended by six (6) participants representing four (4) firms. There were six (6) questions received for this RFP and responses were provided prior to the proposal due date.

A total of one (1) proposal was received on time on October 2, 2025, from Parkwood Landscape Maintenance, Inc. (Parkwood). One (1) proposal was received late and was excluded from further consideration.

Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Inquiries were made of all firms that downloaded the solicitation. One firm responded that they lack the required minimum years of experience, one firm responded that they did not possess the required C-61 Contractor License, and one firm responded that they did not provide a proposal because proposals take a lot of time and effort to put together. The results of the market survey indicated that factors beyond Metro's control caused the potential sources not to submit proposals and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Facilities Contracted Maintenance Services (FCM) and Project Control Bus Acquisitions was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

Phase I: Minimum Qualification Review: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposers must meet the following:

a) Must have at least three (3) years of experience performing high-pressure washing services and must submit reference information of previous or current contracts, and the annual total value must combine for a minimum of $200,000;
b) Must submit a report listing all safety training completed by all proposed staff working on the project within the last three (3) years;
c) Must submit a copy of the Proposer's/Subcontractor's valid and active State of California License for C61/D-38 Specialty License for Sand and Water Blasting;
d) Must submit a copy of the Proposer's/Subcontractor's valid and active Los Angeles County Waste Hauler's permit;
e) Must submit a copy of Proposer and all proposed Subcontractor's current Department of Industrial Relations (D.I.R.) certificate or other proof of good standing.

The PET determined the single proposal was responsive to the minimum qualification review.

Phase II – Technical Evaluation: Proposers that meet the Phase I Evaluation were evaluated based on the following evaluation criteria and weights:

- Work Plan/Project Approach 35%

- Price 30%
- Project Manager and Key Personnel Qualifications 20%
- Proposing Teams' (Including Subcontractor/s) Experience and Past Performance 15%
- Local Small Business Enterprise (LSBE) Preference Program (Bonus Points) 5%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional service procurements. Several factors were considered when developing these weights, giving the greatest importance to work plan/project approach.

On October 14, 2025, the PET met to review the evaluation package criteria, process confidentiality and conflict of interest forms and take receipt of the proposal to initiate the evaluation phase. Evaluations were conducted from October 14, 2025, through November 7, 2025.

On November 7, 2025, the PET reconvened and determined Parkwood was responsive to the requirements of the RFP and recommended the firm for contract award.

Qualifications Summary of Qualified Firm

Parkwood

Parkwood Landscape Maintenance, Inc., has been providing pressure washing, tunnel washing, and hazardous hauling services in the Los Angeles, Ventura and Orange County areas for over 55 years and has relevant public transit system experience. Its current clients includeMetro, the City of Long Beach, the City of Los Angeles, and the City of Palmdale.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Parkwood Landscape Maintenance, Inc.**				
3	Work Plan/Project Approach	70.00	35.00%	24.50	
4	Price	100.00	30.00%	30.00	
5	Project Manager and Key Personnel Qualifications	76.67	20.00%	15.33	
6	Proposing Teams' (Including Subcontractor/s) Experience and Past Performance	76.67	15.00%	11.50	
7	Local Small Business Enterprise Preference Program (Bonus Points)	0.00	5.00%	0.00	
8	**Total**		**105.00%**	**81.33**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	**Parkwood Landscape Maintenance, Inc.**	**$6,129,880**	**$5,083,200**	**$5,295,000**

The Contract Administrator led discussions with Parkwood to address questions and receive clarification of their proposed work plan, scope of service, and direct hourly labor rate within their Proposal. Following these discussions, Parkwood made price adjustments and submitted a revised Best and Final Offer (BAFO) which included a reduced proposal price in the amount of $5,295,000.

The negotiated BAFO price represents a 13.62% reduction from the initial proposed amount and is 4.17% higher than Metro's ICE, which is determined to be within a reasonable range. Based on historical government pricing, Parkwood's revised final cost is considered fair and reasonable.

D. Background on Recommended Contractor

Parkwood Landscape Maintenance, Inc. (Parkwood), founded in 1967, is located in Van Nuys, California, and has provided professional pressure washing and tunnel washing services in the Los Angeles area for over 56 years. Parkwood currently has contracts with the City of Long Beach, the City of Palmdale, and the City of Los Angeles. The firm is also Metro's current Contractor for tunnel washing services, landscape and irrigation maintenance, and trash and overgrown vegetation removal services.

The Parkwood team includes one SBE firm and one DVBE firm. Both subcontractors have experience providing services to Metro and performance has been satisfactory.

DEOD SUMMARY

TUNNEL WASHING SERVICES / OP122327(4)000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Parkwood Landscape Maintenance, Inc. (Parkwood) met the goal by making a 12% SBE and 3% DVBE commitment.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	12% SBE 3% DVBE

	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Far East Landscape Maintenance, Inc.	12%	X	
	Total Commitment	**12%**		

	DVBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	IECLT	3%		X
	Total Commitment	**3%**		

B. Local Small Business Preference Program (LSBE)

Parkwood Landscape Maintenance, Inc., a non-LSBE prime contractor, subcontracted 12% of the total contract value to an eligible LSBE firm. Because this amount does not meet the 30% minimum subcontracting threshold required to qualify for the LSBE preference, Parkwood is ineligible for the preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

SHARED MOBILITY - FACILITIES CONTRACTED MAINTENANCE SERVICES

TUNNEL WASHING SERVICES
OP122327(4)0008370

Metro

Operations, Safety, & Customer Experience Committee Meeting
April 16, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP122327(4)0008370 to Parkwood Landscape Maintenance Inc., to provide tunnel washing services systemwide for a Not-To-Exceed (NTE) amount of $5,295,000.00 for the five-year base term, effective July 1, 2026, subject to the resolution of any properly submitted protests(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Parkwood Landscape Maintenance, Inc.

NUMBER OF PROPOSALS – 2

- Parkwood Landscape Maintenance, Inc. – Responsive
- KC Power Clean – Non-Response (Not Submitted Timely)

DEOD COMMITMENT

Medium-Sized Business Enterprise Tier 1 (MSZ-1) Program. The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal and 3% Disabled Veterans Business Enterprise (DVBE) goal. Parkwood Landscape Maintenance, Inc., met the goal by making a 12% SBE and 3% DVBE commitment.

ISSUE

The existing tunnel-washing services contract expires on June 30, 2026. To continue providing these critical services, ensuring compliance with Metro's cleanliness standards, and maintaining safe operations, a new contract award is required, effective July 1, 2026.

Metro

ISSUE & DISCUSSION

DISCUSSION

Under the new tunnel washing services contract, Parkwood Landscape Maintenance, Inc., will continue to perform tunnel washing to remove trash and debris necessary to maintain a safe and clean train path and to mitigate potential fire hazards caused by excessive grease and debris accumulation within the rail confined spaces, adjacent to an energized third rail.

These services support critical safety, operational, and maintenance objectives for Metro's station infrastructure. Regular cleanings ensure safe working conditions by removing accumulated soot, exhaust residue, sludge, and grime, maintaining essential visibility, reducing fire hazards, minimizing corrosive damage to extend the lifespan of infrastructure and equipment, and improving air quality and circulation throughout the tunnels, while supporting reliable and uninterrupted transit operations.

During the term of the new contract, the scope of services will further expand to include an additional 6.3 miles of tunnel trackway for D Line (Purple) Extension Phases II and III, resulting in a total of 59.6 miles of tunnel trackway.

Metro

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

File #: 2026-0030, **File Type:** Contract **Agenda Number:** 36.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: ELECTRIC VEHICLE CHARGING STATIONS - OPERATION & MAINTENANCE

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed unit rate contract, Contract No. OP127536000 to Axxera Inc. for the Electric Vehicle Charging Stations - Operations & Maintenance services, inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $2,373,210, and $1,008,000 for the first one-year option, and $1,008,000 for the second one-year option, for a total NTE amount of $4,389,210 subject to the resolution of any properly submitted protest, if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

ISSUE

Metro's existing Electric Vehicle Supply Equipment (EVSE) network is managed by a third-party vendor, which has provided these networking, operations, maintenance, and installation services since August 2019. The current contract expires on April 30, 2026.

As of January 2026, Metro's existing Electric Vehicle Supply Equipment (EVSE) inventory includes 168 Level 2 EVSE units, 148 of which are currently installed and active across several Metro operating divisions and park-and-ride facilities. This network will grow to as much as 3,000 chargers over the next five years and operation and maintenance of new EVSE installations will be crucial for charging across four use-types: 1) employee charging, 2) non-revenue fleet charging, 3) park-and-ride charging, and 4) public charging.

The competitive solicitation process summarized in this report has allowed Metro to select a vendor to continue the operations of the existing network and support future expansion.

…Background

BACKGROUND

Metro is committed to meeting ambitious emissions-reduction goals through various strategies across our service region, including promoting electric vehicles. Installation of EV chargers is an essential component of EV deployment. The regional availability of EV chargers must be in place to achieve successful growth in EV usage.

The Metro Board approved the 2023-2028 Electric Vehicle Parking Strategic Plan (EVPSP) in June 2022 as a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicle (EV) charging infrastructure for our region. These commitments have been in place since 2007 and are reaffirmed through the Board-approved 2025 Climate Action and Adaptation Plan Update, the 2025 Energy Master Plan (EMP), and the 2025 Moving Beyond Sustainability Strategic Plan Update.
Metro is committed to meeting ambitious emissions reduction goals through various strategies across our service region, including promoting the use of electric vehicles. Installation and ongoing operation of EV Chargers is an essential component of EV adoption. The regional availability of EV chargers must be in place to achieve successful growth in EV usage.

Metro has committed to regionally deploying EV chargers to meet internal, local, and state ambitious emissions reduction goals. The EVPSP defines the charging infrastructure requirements, outlines a prioritized approach to charging deployment, and estimates the costs and benefits associated with completing the EV Parking Strategy. The Plan also defines policies and management strategies to facilitate a successful charging program for internal operations and public use.

With over a decade of deployment, the Metro EV Charger network serves approximately 7,000 subscribed customers. Metro's charging equipment is compliant with the Open Charge Point Protocol (OCPP), which allows for the flexibility and interoperability of various charging network service providers across Metro's network and on existing charging hardware. Metro's current network of 168 chargers is operated and maintained through a contract with the current contractor, Axxera.

As of January 2026, Metro operates 168 Level 2 EV charging ports, of which 146 are deployed at Park and Ride (P&R) locations for public use. There are two chargers reserved for Board use at Metro's Gateway building. Metro does not currently have chargers installed for dedicated employee use at its facilities.

Metro crafted the EV Parking Strategic Plan to prioritize funding availability from utility programs and other potential future grant sources. Staff has been pursuing all possible grants or other funds to reduce the capital or operational costs of completing the EV Parking Strategy.

Since January 2020, Metro has earned a cumulative total of $385,121.37 from the EV charger network of about 100 chargers. At full build-out and current EV charger pricing and actual range of charger utilization, the forecasted *annual* revenue is anticipated to be between $2M-$2.5M.

DISCUSSION

The proposed contract will provide comprehensive services to operate, maintain, and expand Metro's EV charging network across employee and public facilities. The contractor will be responsible for network management, equipment maintenance, customer service, data reporting, and system

optimization for Metro's existing chargers, as well as supporting the operations and maintenance, and the phased deployment of additional charging infrastructure. The contract will also enable integration with third-party financing and delivery models, including potential public-private partnerships, to accelerate installation of up to 3,000 chargers while minimizing upfront capital costs to Metro.

Services will include: (1) operation and maintenance of existing EV chargers; (2) network services and payment systems; (3) customer access and subscription management; (4) performance monitoring and reporting; and (5) support for future charger deployment, including coordination with utility programs, grants, and private partners.

Staff recommended the use of a competitive negotiation process for the Electric Vehicle Charging Stations to allow for the consideration of technical and commercial factors, such as past performance related to schedule adherence, quality and reliability, as well as price in the contract award selection process. By establishing explicit factors that identified Metro's priorities, the solicitation used evaluation criteria important to Metro to augment price considerations.

In addition to the ability to evaluate key technical and schedule factors, the competitive negotiation process permits direct discussions and negotiations with Proposers to clarify requirements and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

The scope of work for this procurement does not come into conflict with existing union agreements and does not overstep the work and performance expectations of existing operations, facilities and maintenance staff.

DETERMINATION OF SAFETY IMPACT

The award of this contract will have a direct and positive impact on safety, service quality, system reliability, performance, and overall customer satisfaction. The existing and new electric vehicle charging stations are going to be operationally installed, operated, and maintained consistently across the system.

FINANCIAL IMPACT

The funding of $2,373,210.00for the Contract No. OP127536000 is included in Cost Center 2150, Project 450003. There are two scopes of work in this contract: operations of the EV charger network and the maintenance of the EV chargers due to vandalism, weather impacts, on-ground software updates, and charger replacements.

Obligations and authorizations made within the total Contract Amount will be against specific project or operations budgets which make up the Board-approved Metro budget for any particular fiscal year. Specific funding for this contract will parallel the project approved by the Board under separate actions. The Deputy Chief Sustainability Officer, Chief Program Management Officer, and Project Manager of each of the projects will be responsible for developing and overseeing the appropriate

annual budgets.

Impact to Budget

The current source of funding for this action is the Metro Green Fund (derived from carbon credits). This fund source is eligible for Metro Bus and Rail operating and capital projects. Revenues are anticipated to be used to offset any operations and maintenance program costs.

EQUITY PLATFORM

Award of this contract advances Metro's Equity Platform by delivering energy reliability improvements that protect communities most dependent on transit. Lower-income riders, communities of color, people with disabilities, seniors, youth, and essential workers disproportionately rely on Metro for daily access to jobs, healthcare, and basic services-and they are the first and hardest hit when outages disrupt service.
At least half of the existing charger locations are in or adjacent to the Equity Focus Communities. Continuing the EV charger service under this contract will facilitate continued access to EV charging for Metro's non-revenue fleet and transit riders, while a new more comprehensive expansion program is in development. While there are currently ~7,000 public customers that are served by the EV Charger Program, the current program does not capture the demographics of EV owners that use our service.

The Diversity & Economic Opportunity Department established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation; and was issued as a Medium-Size Enterprise I set-aside. Axxera, Inc., an SBE firm, met the goal by making a 30% SBE and 3% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will support Metro's need to implement advanced strategies to meet our energy and climate goals and further encourage transit ridership, ridesharing, and active transportation. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will support Metro's EV charging infrastructure expansion at Metro stations and need to implement advanced strategies to meet our energy and climate goals. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Continuing our EV charger operations while developing the PDA supports the implementation of Metro's Strategic Plan Goals, aligning with the following goals:

1.2.D: Improve connectivity to provide seamless journeys by improving Park & Ride experience for electric vehicle owners and providing charging access to those who lack access to home charging.

4: Transform LA County through regional collaboration and national leadership with partners to develop EV charging and help meet City and State initiatives to accelerate EV adoption through greater access to electricity as a transportation fuel.

5.7: Metro will build and nurture a diverse, inspired, and high-performing workforce by providing workplace charging to employees and supporting those who drive EVs or are interested in owning an EV but lack reliable locations to charge one.

Further, the continued use of EV chargers addresses the 2025 CAAP Update, 2025 MBS Plan, and 2025 EMP goals. The CAAP committed Metro to a 79% reduction in greenhouse gas emissions from our internal operations by 2030 and included measures to install EV charging at Metro facilities for employee commuter use. The MBS Plan emissions and pollution control Goal 5.4 included exploring "further measures to reduce employee commuting emissions."

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to award the Electric Vehicle Charging Stations and Services under Contract No. OP127536000. Staff does not recommend this alternative because it would risk the use and service of all Metro EV Chargers for our 7,000 subscribed customers while we develop an accelerated path for EV charger deployment.

NEXT STEPS

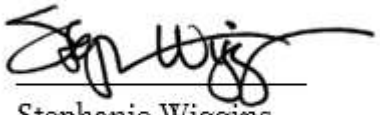
Upon Board approval, staff will execute the contract. Material activities and work products relative to the support provided by this contract will be included in Metro's annual sustainability report.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Cris B. Liban, Chief Sustainability Officer, (213) 922-2471
Uduak-Joe Ntuk, Senior Director, (213) 523-9351
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by Timothy Lindholm, Chief Program Management Officer
(213) 922-7297



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ELECTRIC VEHICLE CHARGING STATIONS- OPERATION AND MAINTENANCE/OP127536000

1.	**Contract Number**: OP127536000	
2.	**Recommended Vendor**: Axxera, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 03/17/2025	
	B. Advertised/Publicized: 03/17/2025	
	C. Pre-Proposal Conference: 03/28/2025	
	D. Proposals Due: 07/11/2025	
	E. Pre-Qualification Completed: 01/23/ 2026	
	F. Ethics Declaration Forms submitted to Ethics: 07/21/2025	
	G. Protest Period End Date: 04/21/2026	
5.	**Solicitations Downloaded**: 86	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: Crystal Larios	**Telephone Number**: (213) 922-2413
7.	**Project Manager**: Uduak-Joe Ntuk	**Telephone Number**: (213) 922-4197

A. Procurement Background

This Board Action is to approve Contract No. OP127536000 to operate and maintain existing and future Metro electric vehicle charging stations. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP127536 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.
This RFP was issued under the Medium Sized Business Enterprise I (MSZ-I) Program which requires that bidders must be MSZ-I firms, Metro Certified Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), or Disabled Veterans Business Enterprises (DVBE) to be eligible to participate in this solicitation. Bidders were also required to meet or exceed the recommended SBE goal of 30% and a DVBE goal of 3%.

Eight amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 20, 2025, revised the scope of services and the schedule of quantities and prices.
- Amendment No. 2, issued on April 1, 2025, updated the contract administrator assigned to the RFP.
- Amendment No. 3, issued on April 15, 2025, revised the critical dates and the proposal letter exhibit.
- Amendment No. 4, issued on May 1, 2025, extended the proposal due date.

- Amendment No. 5, issued on May 16, 2025, extended the proposal due date, updated the contract administrator assigned to the RFP, and revised the submittal requirements, schedule of quantities and prices, evaluation criteria, and scope of services.
- Amendment No. 6, issued on May 22, 2025, clarified the DEOD program requirements.
- Amendment No. 7, issued on May 30, 2025, extended the proposal due date.
- Amendment No. 8, issued on June 20, 2025, extended the proposal due date.

A total of 86 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on March 28, 2025, and was attended by 13 participants representing 10 firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date.

A total of five proposals were received by the due date of July 11, 2025, and are listed below in alphabetical order:

1. Axxera, Inc.
2. Chargie LLC.
3. Epic Charging
4. GreenWealth Energy Solutions, Inc. & SWTCH Energy Inc. (Joint Venture)
5. OP Connect

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from the Sustainability Policy, Customer Experience, Office of Strategic Innovation, and Bus Maintenance departments were convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals received were forwarded to the Pre-Qualification Office to determine eligibility with the MSZ-I program requirements. All proposers were deemed responsive to the MSZ-I requirement.

The RFP required that all proposals first be evaluated on the minimum qualifications on a pass/fail basis. Any proposer that received a single rating of "fail" for any of the minimum qualifications would be eliminated from further consideration.

The minimum qualifications were as follows:

1. Proposer shall demonstrate that they have a minimum of five (5) years of experience with administering, operating, and maintaining networks of installed Level 2 and Level 3 (Direct Current Fast Charging) Electric Vehicle Charging Stations (EVCS), with at least one of those networks comprising a minimum of 100 EVCS.

2. Proposer shall demonstrate a minimum of five (5) years of experience working within the State of California and operating EVCS networks in compliance with pertinent State regulations.

3. Proposer shall demonstrate a minimum of five (5) years administering a 24-hour customer service system for a network of EVCS stations and providing customer support to EVCS users.

4. Proposer shall demonstrate knowledge and experience with the Open Charge Point Protocol (OCPP) and maintaining stations and a network in compliance with the OCPP.

Two proposers met the minimum qualifications requirements and were further evaluated according to the following evaluation criteria:

- Qualifications of the Prime's Experience and Skills 30 percent
- Capability to Provide Ongoing Services 35 percent
- Capability to Transition and Implement Services 20 percent
- Price Proposal 15 percent
- Local Small Business Enterprise Preference Program 5 Percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar RFP's. Several factors were considered when developing these weights, giving the greatest importance to capability to provide ongoing services.

Both proposers who met the minimum qualifications were determined to be within the competitive range. The firms within the competitive range are listed below:

1. Axxera, Inc.
2. GreenWealth Energy Solutions, Inc. &SWTCH (JV)

During the week of November 12, 2025 the evaluation committee met with the firms in the competitive range for a presentation and interview. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general the team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. The team was asked questions relative to the firm's proposed alternatives and previous experience.

Upon DEOD review, GreenWealth Energy Solutions, Inc.& SWTCH (JV), was found to not have met the DVBE requirements established for this solicitation and were therefore determined to be non-responsive and ineligible for contract award.

At the conclusion of the evaluation, the PET members determined that Axxera, Inc., met the requirement of the RFP and was technically qualified to perform the work.

The following is a summary of the PET scores for the eligible proposer:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Axxera, Inc.**				
3	Qualifications of the Prime's Experience and Skills	89.50	30.00%	26.85	
4	Capability to Provide Ongoing Services	91.29	35.00%	31.95	
5	Capability to Transition and Implement Services	85.50	20.00%	17.10	
6	Cost Proposal	100.00	15.00%	15.00	
7	Local Small Business Enterprise Preference Program	0.00	5.00%	0.00	
8	**Total**		**105.00%**	**90.90**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), cost analysis, fact finding, and technical evaluation.

The ICE is $14,726,125 higher than the proposal amount. The primary reason for this large variance is due to Metro's assumption that the rates proposed for the current contract, when it was awarded in 2018, were significantly below other bidders and did not include an escalation factor over the years. To compensate for this, the ICE preparers assumed higher estimated monthly costs per charger and escalated by an annual 6%. Results of the proposals revealed these estimates were much higher than market costs and projected escalations. Although the estimates proved to be higher than actual market pricing, the competitive solicitation resulted in proposals that provide the required services at a significantly lower cost than anticipated. Because of this, it is in Metro's best interest to proceed with the award and realize the benefits and cost savings achieved through this solicitation.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Axxera, Inc.	$4,389,210	**$19,115,335**	**$4,389,210**

D. Background on Recommended Contractor

The recommended firm, Axxera, Inc. located in Irvine, CA has been in business for over 17 years and is one of the leaders in the field of EV Charging, software integration, and operations support. Axxera, Inc's clients include LA Metro, Zum, LUX Costa Mesa, UCLA Health, and USC Keck Medical Center. Axxera, Inc. has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

ELECTRIC VEHICLE CHARGING STATIONS - OPERATION & MAINTENANCE CONTRACT / OP127536000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation; and was issued as a Medium-Size Enterprise I (MSZ-I) set-aside. Axxera, Inc., an SBE firm, met the goal by making a 30% SBE and 3% DVBE commitment.

Small Business Goal	**30% SBE 3% DVBE**	**Small Business Commitment**	**30% SBE 3% DVBE**

	SBE Subcontractor	**% Committed**	**LSBE**	**Non-LSBE**
1.	Axxera, Inc. (SBE Prime)	30%		X
	Total Commitment	**30%**		

	DVBE Subcontractor	**% Committed**	**LSBE**	**Non-LSBE**
1.	EVI Design and Consulting, Inc.	3%		X
	Total Commitment	**3%**		

B. Medium Size Business Enterprise Program

As a SBE certified firm, Axxera, Inc., is an eligible MSZ-I.

C. Local Small Business Preference Program (LSBE)

Axxera, Inc., a non-LSBE prime, did not subcontract at least 30% of its contract value with eligible LSBE firms and was ineligible for the preference.

D. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations

(DIR), California Labor Code, and, if federally funded, the US Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

G. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Electric Vehicle Charging Stations Operations and Maintenance Services Contract

Contract No. OP127536000

Operations, Safety, and Customer Experience Committee
April 16, 2026

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed unit rate contract, Contract No. OP127536000 to Axxera Inc. for the Electric Vehicle Charging Stations – Operations & Maintenance services, inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $2,373,210, and $1,008,000 for the first one-year option, and $1,008,000 for the second one-year option, for a total NTE amount of $4,389,210 subject to the resolution of any properly submitted protest, if any;

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Issue

- ***Current network & contract:*** Third-party vendor has managed EV charging (operations, maintenance, installation) since 2019; contract expires April 30, 2026.
- ***Existing system:*** 168 Level 2 chargers (148 active) across Metro divisions and park-and-ride sites.
- ***Planned expansion:*** Network expected to grow to ~3,000 chargers within five years.
- ***Critical operations:*** O&M needed to support four uses—employee, non-revenue fleet, park-and-ride, and public charging.
- ***Procurement action:*** Competitive solicitation ensures continuity of current operations and supports future system expansion.

Discussion

Comprehensive services: Operate & maintain chargers; network/payment systems; customer access & subscriptions; performance reporting; support future deployment.

Scale & delivery model: Enables up to ~3,000 chargers using utility programs, grants, private partners, and potential public-private partnerships to reduce upfront Metro costs.

Competitive process: Evaluated technical performance (schedule, quality, reliability) and price, with direct negotiations to clarify scope and costs.

Risk reduction: Negotiated procurement helps resolve ambiguities and minimize delivery risks for a complex program.

Labor alignment: No conflict with union agreements; does not impact existing staff roles or responsibilities.

DEOD Commitment

- ***Participation goals:*** 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) targets; RFP issued as a Medium-Size Enterprise/set-aside.
- ***Compliance:*** Axxera (SBE prime) met goals with 30% SBE and 3% DVBE commitments.

- ***Local Small Business Enterprise (LSBE) program:*** Offers 5% evaluation bonus for ≥30% local small business subcontracting.
- ***LSBE status:*** Axxera is not an LSBE and did not commit to LSBE subcontracting; not eligible for the LSBE preference.

Proposal Evaluation

AWARDEE: Axxera, Inc.

EVALUATION CRITERIA	MAXIMUM POINTS	Axxera, Inc.
Qualifications of the Prime's Experience and Skills	30.00	26.85
Capability to Provide Ongoing Services	35.00	31.95
Capability to Transition and Implement Services	20.00	17.10
Price Proposal	15.00	15.00
Local Small Business Enterprise Preference Program*	5.00	0.00
Total Score	105.00	90.90

*Axxera, a non-LSBE Prime, did not make a commitment to LSBE subcontractors and is ineligible for the LSBE Preference.

Next Steps

Upon Board approval, staff will execute the contract. Material activities and work products relative to the support provided by this contract will be included in Metro's annual sustainability report.

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

File #: 2026-0075, **File Type:** Ordinance / Administrative Code **Agenda Number:** 39.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2026

SUBJECT: DEPARTMENT OF PUBLIC SAFETY POST ORDINANCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the ordinance affirming Metro's commitment to meet the minimum recruitment and training standards for peace officers and public safety dispatchers set by the California Commission on Peace Officer Standards and Training (POST) (Attachment A).

ISSUE

In alignment with Metro's mission and comprehensive safety and security framework, staff continue to implement the plan to stand up Metro's Department of Public Safety (DPS), formerly named the Transit Community Public Safety Department (TCPSD). As part of that implementation, Metro plans to begin hiring sworn officers this fiscal year and is committed to following the minimum hiring and training requirements established by POST. Metro also plans to join POST as a member agency.

To become a POST member agency, the Metro Board must approve an ordinance affirming its commitment to comply with POST's recruitment and training requirements. At its March 2026 Board meeting, Metro introduced an ordinance affirming this commitment for peace officers and public safety dispatchers. The Board is required to wait at least five days following the ordinance's introduction before taking action. As this requirement has been met, staff now requests that the Board approve the ordinance.

BACKGROUND

California Public Utilities Code Section 30504 authorizes Metro to form a transit police department and requires that Metro adhere to the standards for recruitment and training of peace officers as established by POST. At its September 2025 meeting, the Board approved a resolution affirming its commitment to comply with POST requirements for the hiring and training of sworn officers, a necessary step in order for Metro to become a POST member agency. POST's mission is to promote professionalism in California law enforcement by upholding the highest standards of quality, integrity, and accountability. These minimum standards apply to newly hired peace officers, reserve officers, and public safety dispatch personnel.

In addition to complying with the POST hiring and recruitment requirements, California law enforcement agencies can choose to participate as members in the POST Program. Joining the POST program is voluntary, and there is no cost to the agency. More than 600 agencies have joined this program, which has provided its members with access to many benefits, including management counseling services, development of new training courses, reimbursement for eligible training, quality leadership training programs, and a variety of training resources, such as instructional and training videos.

After reviewing the Board-approved resolution, POST requested that Metro adopt a more formal ordinance affirming the commitments outlined in the resolution. That ordinance was introduced at the March 2026 Operations, Safety, and Customer Experience Committee meeting.

DISCUSSION

Staff recommends that the Board approve the attached ordinance, introduced in March 2026, formally committing Metro to comply with the minimum recruitment and training standards established by POST. The ordinance affirms that, pursuant to Sections 13510 and 13512 of Chapter 1, Title 4, Part 4 of the California Penal Code, the Los Angeles County Metropolitan Transportation Authority will adhere to the standards for recruitment and training of Peace Officers and Public Safety Dispatchers established by POST.

These standards and training will promote professionalism in the recruitment and hiring of peace officers and public safety dispatchers within the DPS. Upon adoption, Metro will submit the ordinance to POST along with a request to join POST as a member agency. If Metro's application is approved, membership will allow Metro access to the numerous resources and benefits available to POST member agencies. Staff has been working closely with POST, and this ordinance is the only remaining issue still needing approval.

DETERMINATION OF SAFETY IMPACT

The DPS will enhance systemwide safety by increasing visibility, strengthening accountability, and supporting community engagement throughout the Metro transit system.

FINANCIAL IMPACT

There is no financial impact to this action.

EQUITY PLATFORM

In their publication "Becoming an Exemplary Peace Officer, The Guide to Ethical Decision Making" POST posits "The most basic responsibility of policing agencies is to protect and serve the community by equitably and respectfully enforcing the law."

As a benefit of joining the POST Program, Metro's DPS sworn officers will gain access to valuable resources, including management counseling services, development of new training courses, leadership development programs, and updated training materials, including training domains

focused on equitable policing and procedural justice.

Resources include training on recognizing and avoiding racial profiling and interacting with individuals with support needs related to mental health and cognitive development.

These resources will help ensure that Metro's sworn officers and public safety dispatchers are well-trained, highly qualified, and prepared to respectfully and equitably serve the diverse communities that rely on the Metro system.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will improve and further encourage transit ridership through enhancing safety on the Metro system and providing an improved customer experience. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

NEXT STEPS

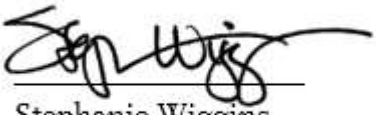
Staff will continue to actively engage employees and the public during the implementation of the DPS. Staff will report back to the Board quarterly with progress updates.

ATTACHMENT

Attachment A - POST Ordinance

Prepared by: Imelda Hernandez, Senior Manager, Transportation Planning, (213) 922-4848

Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448



Stephanie Wiggins
Chief Executive Officer

CHAPTER 2-55

AN ORDINANCE TO ACCEPT THE REQUIREMENTS OF SECTIONS 13510, 13512, AND 13522 OF THE CALIFORNIA PENAL CODE RELATING TO THE RECRUITMENT AND TRAINING OF PEACE OFFICERS AND PUBLIC SAFETY DISPATCHERS.

Be it ordained by the Board of the Los Angeles County Metropolitan Transportation Authority:

2-55-010 Findings and Objectives

On June 27, 2024, the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) approved an implementation plan for the Transit Community Public Safety Department, now known as the Metro Department of Public Safety. The California Commission on Peace Officer Standards and Training (POST) provides resources and benefits to over 600 member agencies in the State of California. The Department of Public Safety seeks to join POST in order to receive the numerous benefits available to member agencies. POST requires the governing body of Metro adopt an ordinance committing to adhere to the minimum standards for recruitment and training established by POST in order become a member agency.

2-55-020 Membership

The governing body of Los Angeles County Metropolitan Transportation Authority declares that it desires to become a POST member agency and qualify to receive aid from the State of California under the provisions of Section 13522, Chapter 1 of Title 4, Part 4 of the California Penal Code.

2-55-030 Adherence to POST Standards

Pursuant to Sections 13510 and 13512 of said Chapter 1, the Los Angeles County Metropolitan Transportation Authority will adhere to the standards for recruitment and training of Peace Officers and Public Safety Dispatchers established by the Commission on Peace Officer Standards and Training.

2-55-040 Compliance

Los Angeles County Metropolitan Transportation Authority acknowledges that the Commission and its representatives may make such inquiries as deemed necessary to ascertain that the Peace Officers and Public Safety Dispatchers of the Los Angeles County Transportation Authority adhere to the standards for recruitment and training established by the California Commission on Peace Officer Standards and Training.

Department of Public Safety
Peace Officer Standards and Training (POST) Ordinance

Operations, Safety, and Customer Experience Committee Meeting
April 16, 2026

Metro

POST Program

- The mission of POST is to promote professionalism within California law enforcement agencies by upholding the highest standards of quality, integrity and accountability.
- POST has minimum hiring and recruitment standards for sworn officers that must be followed in order for agencies to join POST as a member agency. **Joining the POST program is voluntary, and there is no cost to the agency to join.**
    - More than 600 agencies have joined this program, providing its members with access to many benefits, including management counseling services, development of new training courses, reimbursement for eligible training, quality leadership training programs, and a variety of training resources.
    - It is in Metro's interest to join POST as a member agency to bring credibility to the new department, to ensure that its officers have the most up-to-date training, and to take advantage of the benefits and resources offered by POST to its member agencies.
- In September 2025, the Board approved a resolution affirming its commitment to comply with POST requirements for the hiring and training of sworn officers, a necessary step for Metro to become a POST member agency.

Metro

POST Ordinance

- Metro submitted the approved Board resolution to POST, requesting to join POST as a member agency.
- POST requested Metro adopt a more formal ordinance to affirm the commitments set forth in the resolution.
- At the March 2026 Board Meeting, staff introduced the ordinance. The Board was required to wait at least five days following the ordinance's introduction before taking action.
- As this requirement has been met, **Metro staff now recommends that the Board approve the POST ordinance, formally committing Metro to comply with the minimum recruitment and training standards established by POST.**

Metro

Next Steps

- With the approval of the POST ordinance, Metro will apply for membership in the POST Program.