

**TO:** Metro Board of Directors and CEO Stephanie Wiggins  
**DATE:** January 18, 2022  
**RE:** Bus Operator Shortage

Dear Metro Board of Directors:

The COVID-19 pandemic has drastically altered the daily lives of people across the globe. For nearly two years, uncertainty has upended work and family routines, all while our community members have faced trauma and isolation during these trying times. It is no surprise that services like public transportation have been asked to make difficult and demanding adjustments as well.

Throughout the pandemic, we, the undersigned individuals and organizations, have sought to balance patience with Metro as the agency moved to protect essential workers, such as Metro's bus operators and bus riders using transit to get to work at hospitals, grocery stores, and daycares, among others. We have shown up to tell Metro how service cuts impact riders who rely on good transit service. We have also thanked Metro's Board for listening to the outpouring of feedback and demanding a return to the pre-COVID service levels.

The latest staff report before the Metro Board suggests that Metro's promised service has fallen short. Despite the Board's assurances that service would be restored to pre-pandemic levels, riders have been left stranded as buses have failed to arrive according to schedule. The new report belatedly ratifies the anecdotal evidence that riders have been attesting for months: Metro is providing nowhere near the frequency of service that it promised the public.

With the current number of operator call-outs, Metro is not achieving the level of service promised in its timetable and the promise of NextGen. Now Metro is once again seeking to resolve the problem by potentially cutting bus levels of service.

We would like to express our opposition to a "right-sizing" plan that views frequent service as a problem to be solved with punitive cuts and transit austerity. Transit riders have continued to fight every day of this pandemic to keep Los Angeles moving. We deserve a transit system that will fight for us.

We are deeply concerned about what appears to be the lack of transparency in decision making, data sharing, and communications around levels of service. In March 2020, when

COVID-19 began spreading, Metro canceled all committee meetings for the month, cut transit service, and instituted a hiring freeze across the agency in anticipation of significant revenue shortfalls.

For the next several months, community members and advocates attended every Metro Board meeting, sharing their experiences of long waits for buses, crowded buses where people were not able to socially distance, and unreliable bus service. Month after month, the comments of bus riders were sidelined. Meanwhile, weekly ridership data from the American Public Transit Association showed LA Metro has suffered the least amount of transit ridership loss than anywhere in the country since the start of the pandemic<sup>1</sup>, and the four LA Metro countywide sales taxes - a significant revenue source - were nowhere near the low revenue projections that had been forecasted. In fact, revenues were significantly higher than anticipated. Additionally, the Federal Relief COVID packages brought over billions of dollars in funds for transit operations. The last funding package, the American Rescue Plan, included at least \$1.24 billion in additional funding for LA Metro for the next two budget years. So if the funding was there, why is bus service still poor?

In January 2021, the Metro Board issued a motion directing staff to restore bus service to pre-COVID levels of 7 million revenue service hours by June 2021. However in February 2021, Metro staff pushed back on the Metro Board's recommendation citing the bus operator shortage and the delays caused by the hiring freeze - which had not been lifted until January 2021.

According to the [January 20, 2022 staff report on operations ridership and hiring](#):

- Pre-pandemic bus service cancellation averaged about 1-2%,
- But now bus service cancellations are currently trending at about 10-15%.

With funding in place, and the Metro Board committing to restoring bus service, why is the bus operator shortage still so severe one year later, and why is there no regional hiring strategy to methodically address the operator shortage?

As representatives of a broad coalition of transit advocacy groups, community leaders, policy analysts, and bus riders, we are hopeful that the Board of Directors will give serious consideration to the requests for information and transparency to inform and expand the conversations and input towards improving Metro's bus service.

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<sup>1</sup> <https://transitapp.com/apta>

1. **Resume back door boarding and suspend fare collection immediately** to reduce deaths and severe illness of bus operators and riders from the Omicron variant, which is projected to overwhelm California hospitals before the end of January and [reach peak transmission in California in 4-6 weeks](#), until the Omicron infection surge subsides, a suggested metric could be when COVID transmission levels are no longer substantial as defined by the CDC.
2. **Direct the Metro CEO** to resume back door boarding and suspend fare collection temporarily to protect bus operators and riders if future COVID infection surges occur.
3. **Provide information on labor, contract improvements, and rail operations**
  - a. Since there has been low enrollment for new bus operators, what is being done to restructure the job (pay rate, contract issues, hours).
  - b. What takeaways are coming up that will inform labor goals with the new Bus Operator contract being developed now?
  - c. What is Metro doing to increase the rate of retention of its bus operators?
  - d. What is the path to full time employment?
  - e. What are the changes being made to the training process? [This tweet calculated that the current rate of training will only graduate 299 operators per year \(so fewer net drivers added, since some leave the driver job\)](#).
4. **Provide Data: Bus operator call outs**
  - a. Breakdown of bus operator call outs by division from April 2020 - Present and monthly reports thereafter
  - b. Provide insight on how much of the ongoing operator shortage now is from Covid-related absences vs burnout-related attrition. Ideally this would be a chart going back to 2019. COVID leave, sick, vacation, workers compensation, disciplinary, other.
5. **Provide Data: Scheduled vs. actual bus service**
  - a. Data on scheduled vs Actual Bus Service from April 2020 - Present and monthly reports thereafter
  - b. A log of canceled service by route from April 2020 - Present and monthly reports thereafter
6. **Provide Data: Stop level analysis of bus ridership**
  - a. Analysis of neighborhoods that saw high ridership (less than a 50% drop) during April 2020 - Present. We have heard anecdotally that some bus lines/stops have

sustained ridership even in the early months of COVID-19. These potentially indicate key transit areas that require additional resources. To date, Metro has not released this data. Metro has only released line by line totals which make it impossible to see key clusters given the fact many Metro Bus Routes are over 10 miles long.

**7. Provide information on management practices: Hiring freeze**

- a. A better understanding of why the hiring freeze was not lifted earlier to identify the structural issues in the Transit Operations department that need to be addressed in order to ensure strategic planning and leadership for high quality service.

**8. Provide information on management practices: Canceled bus runs**

- a. Description of the process of how it is decided what bus runs are canceled and which ones are not. And, when operators are available, how/when/if cancelled runs are backfilled with extra board operators. And in terms of bus maintenance, are all canceled runs due to lack of operator availability or are there runs canceled due to lack of ready buses/buses out to preventive or non-routine maintenance?

**9. Provide information on stop gap measures:**

- a. What can be done now to improve management of operator call-outs without cutting bus service?

**10. Provide information on funding: Federal ARPA dollars**

- a. With the ARPA stimulus funds granted to Metro last week (they are not in the FY22 budget), and sales tax revenues coming in above expectations, what are Metro's plans to spend the additional revenue to address these issues (as either part of FY22 mid-year budget revision or for the FY23 budget)?

Sincerely,

**Individuals**

Christopher Ahuja

Dorothy Wong

Erik Abriss

Gregory Wright

Lorenzo Mutia



Muriel Nacar  
Stephen Jones  
Virginia Wexman

**Organizations**

Investing in Place  
Ground Game LA  
Move LA  
People Organized for Westside Renewal (POWER)  
The Independent Living Center of Southern California  
The Transit Coalition

**From:** [REDACTED]  
**Sent:** Wednesday, January 19, 2022 4:30 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Operations, Safety and Customer Experience Committee - Item #20 - public comment

Hello,

My name is [REDACTED] and I'm a community organizer with the Community Power Collective, and also a member of ACT-LA. I also am currently a co-chair of our transit justice committee within the ACT-LA coalition. I'm writing to express my extreme frustration in the re-instatement of fares on LA Metro buses.

As we all know buses are primarily used by working-class communities of color, which means that these folks will be the most impacted by Metro's decision to charge fares. Working people have accrued millions of dollars in debt to pay for utilities, rent, and food during the pandemic. While buses were fare-free, we experienced a steady increase of ridership on the bus system with as many as 13 million bus riders a week. LA Metro is a public good with 70% of its budget coming from our sales tax in LA County

The community members I work with in Boyle Heights and the East LA area have never had the luxury of working from home during the pandemic. They are working class people that depend on public transportation to get to work to keep our city running. The buses are infrequent and often too crowded to pick up people who have been waiting for long periods of time. Still, the elimination of fees during the pandemic has been a relief to families we work with. On Jan 10, 2022, the day the fares were re-instated, a small group of us did a small delegation to Metro HQ to deliver a letter to the board about our need for fare-less transit and better bus service, especially during the surge of the omicron variant.

Fare-less transit and all-door boarding was implemented as a precaution, let's continue to keep safety in mind for passengers and bus operators! We now have people bunched up in line while they wait to board and tap their TAP cards with no room for distancing. It is an injustice that while we continue in the middle of the pandemic, with cases of Omicron increasing, that Metro resumes the collection of passenger fares. Buses must be safe for their passengers and drivers!

Thank you,  
[REDACTED]



**LITTLE TOKYO BUSINESS ASSOCIATION  
LITTLE TOKYO BUSINESS IMPROVEMENT DISTRICT**

250 E. First Street, Suite 201 Los Angeles, CA 90012 Phone (213) 880-6875 www.visitlittletokyo.com

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**Jason Toyoshima** (Sushi Gen Restaurant)

January 17, 2022

The Honorable Hilda L. Solis  
Los Angeles County Supervisor, First District  
856 Kenneth Hahn Hall of Administration  
500 W. Temple St.  
Los Angeles, CA 90012

Re: West Santa Ana Branch Locally Preferred Alternative

Dear Supervisor Solis,

We, the Executive Committee of the Little Tokyo Business Association, managers of the Little Tokyo Business Improvement District (BID), are writing to express our support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you approve Alternative 1, Design Option 2, (an Alameda underground route and a Little Tokyo Station between 1<sup>st</sup> and 2<sup>nd</sup> Streets) as the Locally Preferred Alternative (LPA).

With the opening of the Regional Connector in the fall and the anticipation of thousands of new visitors each day, Little Tokyo will soon be firmly established as a thriving, transit-oriented community. The 19.3-mile, \$9 billion project brings the WSAB transit line to the long-underserved Southeast Los Angeles environmental justice communities. If combined, the Southeast cities' populations would constitute the second largest city in California.

While we understand the necessity of building this line in phases, we urge that the planning and construction of this entire project proceed as quickly as possible as this is our justification for the immediate approval of Alternative 1, Design Option 2 as the LPA. We look forward to working together to ensure that the one-seat ride from Artesia to Union Station becomes a reality.

Sincerely,

David Ikegami  
President  
Little Tokyo Business Association

cc: Martin Reyes



**Little Tokyo Community Council**  
106 ½ Judge John Aiso Street, Suite 172  
Los Angeles, CA 90012  
213.293.5822 | info@littletokyola.org

January 17, 2022

Meghna Khanna  
Project Manager, Metro  
One Gateway Plaza, M/S 99-22-4  
Los Angeles, CA 90012  
KhannaM@metro.net.

Dear Meghna Khanna,

On behalf of the Little Tokyo Community Council (LTCC), a 501(c)(3) community coalition of businesses, residents, cultural, community and faith-based institutions, and other vested stakeholders in the Little Tokyo Community, we submit this clarifying and confirming letter of LTCC's position as our public comment for the draft EIR period to Metro as regards the West Santa Ana Branch Corridor Rail Project.

The Little Tokyo Community Council Board has voted and, by a majority, approved the following (with proposed mitigations to be discussed at a later time):

1) To support Alternative One: The Artesia to Union Station underground alignment along Alameda and passing through Little Tokyo.

The Little Tokyo Community Council Board has voted and, by a majority, approved the following:

2) To support **both** Design Options One **and** Two, i.e., a Station at Union Station near the Metropolitan Water Building **and** a Little Tokyo Station.

The Little Tokyo Community Council Board voted to approve the above measures at their September 28, 2021 Regular Board meeting. The minutes were then recorded and approved at the Regular Board meeting of October 26, 2021.

This is thus the Little Tokyo Community Council's letter of position to Metro. We appreciate the opportunity to clarify and reaffirm our position on both the Alternative One Alignment and Design Options One and Two above regarding the West Santa Ana Branch Corridor Rail Project, and we look forward to working closely with Metro's Staff and Board on this critically important Project.

Sincerely,

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

Irene Tsukada Simonian  
Chair, Little Tokyo Community Council

CC: Michele Jackson, Metro Board Secretary  
Councilman Kevin de Leon, Council District 14  
with Nate Hayward, Jennifer Barraza, Christopher Antonelli, Warren Furutani  
County Supervisor Hilda Solis, with Martin Reyes  
Mayor Eric Garcetti, with Daniel Rodman  
Representative Jimmy Gomez, 34<sup>th</sup> Congressional District,  
with Melissa Vargas, Matthew Inouye  
Assemblyman Miguel Santiago, with Mark Gonzalez

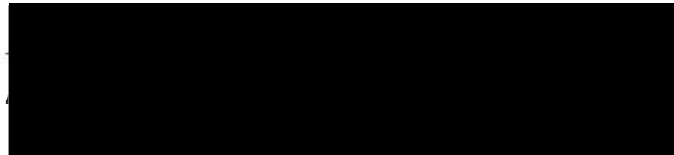
*The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.*


January 2022

We, the undersigned, agree that the West Santa Ana Branch Transit Corridor Project is a vital transportation project for our community.

We urge you to approve this project and move forward with a line from City of Artesia to Union Station as soon is possible

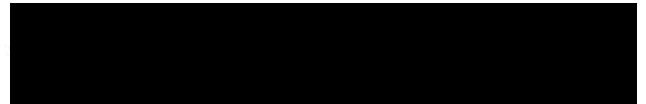
  
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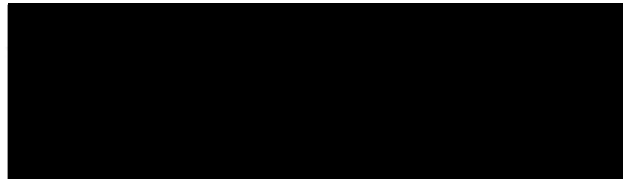
  
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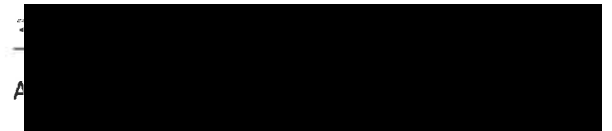
  
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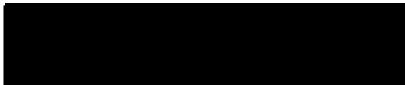
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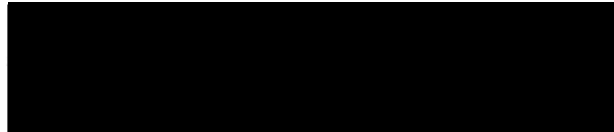
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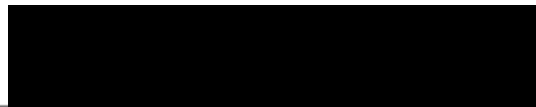


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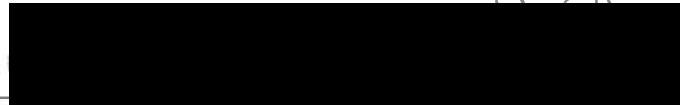
  
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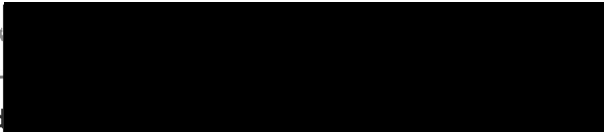
  
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January 2022

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January 18, 2022

Planning and Programming Committee  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**RE: City of Long Beach's Support for Item 7**

Dear Committee Members,

On behalf of the City of Long Beach, I write in support of Item 7 at the January 19, 2022 meeting of LA Metro's Planning and Programming Committee. Board Members Hahn, Mitchell, and Dutra's motion would provide critical resources to mitigate the environmental and safety impacts of LA Metro's proposed eastbound SR-91 Auxiliary Land Improvements Project (SR-91 Project) between Atlantic Avenue and Cherry Avenue, a historically underserved neighborhood in North Long Beach.

While the City appreciates LA Metro's efforts to fund the reconstruction of a retaining wall and landscaping through the SR-91 Project, these commitments do not address the full scope of the impacts resulting from the proposed freeway expansion. Widening the freeway will bring traffic—and associated noise and air pollution—closer to homes, education centers, and businesses in North Long Beach. Furthermore, the existing plan would only replace 153 of the 174 trees that would be removed through the SR-91 Project.

On December 1, 2021, the City sent the attached letter and information to LA Metro requesting mitigation resources to support the community surrounding the freeway, including funding for the City's Hamilton Loop park project and air filtration resources in the area impacted by the SR-91 Project.

We greatly appreciate Board Members Hahn, Mitchell, and Dutra's dedication to investing in environmental justice and equity in North Long Beach through this motion, and we urge the Committee to approve Item 7.

Sincerely,



THOMAS B. MODICA  
City Manager

ATTACHMENT



December 1, 2021

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

**RE: City of Long Beach Mitigation Request for the SR-91 Auxiliary Lane Improvements Project**

Dear CEO Wiggins,

On behalf of the City of Long Beach, I write to request investments to mitigate the environmental and community impacts of LA Metro's proposed eastbound SR-91 Auxiliary Lane Improvements Project (SR-91 Project) between Atlantic Avenue and Cherry Avenue in Long Beach.

The City appreciates LA Metro's efforts to fund the reconstruction of the retaining wall and landscaping through the SR-91 Project. These financial commitments are minimal, however, and do not adequately address the scope of air and noise pollution issues resulting from the proposed freeway expansion. The City requests the following mitigation investments to support the community surrounding the freeway:

- **\$30 million for the City's Hamilton Loop Project**, to implement the community's vision to reimagine the embankment along both sides of the SR-91 freeway into a thriving park space. This investment will not only mitigate new and existing impacts from the freeway within an environmental justice community, but also will provide essential green space in a park-poor neighborhood in Long Beach and replace the trees removed during the SR-91 Project. See attached for more information about the project and community support.
- **\$1 million for air and noise mitigation**. Given the significant impacts of freeway expansion, it is critical that LA Metro invest in air filtration systems and window soundproofing for residents in the neighborhood surrounding the SR-91 Project.

Thank you for your consideration of this request. If you have any questions regarding the funding projects, please do not hesitate to contact Tyler Bonanno-Curley, Manager of Government Affairs, at 562-570-5715 or [Tyler.Curley@longbeach.gov](mailto:Tyler.Curley@longbeach.gov).

Sincerely,



THOMAS B. MODICA  
City Manager

cc Los Angeles Metro Board of Directors



## HAMILTON LOOP PROJECT

### Long Beach Department of Parks, Recreation and Marine



**OVERVIEW:** The Hamilton Loop Project (Project) will implement the community's vision that reimaged the embankment along both sides of the SR-91 freeway into a thriving community park space along a two-mile loop extending from Atlantic Ave. to Cherry St. The project is intended to be phased, with the Port Community Grants Program supporting eligible grant elements including landscaping, trees, irrigation, trails, and lighting. This multimillion-dollar project will need support from multiple funding sources and the City is actively searching for opportunities that will supplement the Port of Long Beach funds, if awarded.

**MEETING GRANT OBJECTIVES:** The project meets two of the three primary objectives and two of the four secondary objectives. Regarding the primary objectives, the project serves as an environmentally beneficial green buffer between Port-related impacts and the community by incorporating landscaping specifically selected for its ability to sequester carbon. The SR-91 supports goods movement from the Port of Long Beach to the Inland Empire, where many containers are unloaded at warehouses. As such, the adjacent community is subject to environmental justice issues related to air pollution and particulate matter exposure. This makes the Project an excellent candidate for this opportunity due to its immediacy to port-related activities.

Regarding secondary objectives, the project will encourage bicycling and pedestrian access along the loop. As fully envisioned, the project will add a walking trail along the premises and a Class IV separated bikeway, which will help expand the city's bicycle network. The City is actively pursuing additional funding for the full vision. Another secondary objective met by this Project is its fulfillment of community priorities, once it is completed. Hamilton Loop was identified by residents as the top priority project from the Uptown Open Space Vision Plan, which was approved by the City Council in 2018. The Hamilton Loop Vision Plan was separately adopted in January. The attached slides provide additional project information and summarizes the community's feedback and engagement process.

In addition to the primary and secondary objectives listed above, additional co-benefits include supporting health, wellness and safety for the North Long Beach community. This neighborhood is considered park-poor with .08 acres of parks per 1,000 people within a half-mile radius of the project's midpoint.<sup>1</sup> The Project will provide essential green space in a community that has less opportunities to enjoy these activities compared to other parts of our city.

**PROJECT COMPLETION:** The City will use all the hard work the Hamilton Loop Vision Plan as a jumping-off point to proceed with design. The POLB will focus on phase 1 from Myrtle to Walnut Avenues. The Parks, Recreation and Marine Department will work with its partner department, Public Works, to carry the project through design, bidding, construction and project closeout. This process can be completed within the timeframe of this grant, with additional project scope implementation occurring in the future as additional funds are secured. This Project is considered a high priority for the City and community stakeholders, and the City will continue to pursue funding to complete the project vision and fund the active recreation components identified in the plan.

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<sup>1</sup> Community FactFinder, 2020 Edition: <https://www.parksforcalifornia.org/communities/?lat=33.87690044&lng=-118.17737818&overlays=parks>





10/14/21

Hamilton Neighborhood Association

From The Desk Of:

Renette Mazza HNA / Managing Board Member

To Whom it May Concern,

We the HNA (Hamilton Neighborhood Association) are in full support of the 91 Greenbelt Project. This project as planned and when complete, adds multiple benefits to our community now and for future generations to come. From pollution mitigation; creating an environmental beneficial green buffer between port related impacts carbon emissions/noise pollution and our community. The community is subject to environmental justice issues related to air pollution. This project will mitigate and lesson the particulate matter currently flowing directly into the impacted area surrounding the greenbelt project.

Hamilton Neighborhood is park poor with .08 acres per 1,000 people. The project will create safe spaces to sit outside, exercise or just sit and enjoy the beatified space.

We sincerely appreciate the cities & if awarded the POLB grant support in the visioning, outreach efforts within the community in addition to the effort to secure funding for this projects completion.

Thankyou for your time and consideration.

Renette Mazza

HNA / Managing Board Member



# City of Whittier

13230 Penn Street, Whittier, California 90602-1772  
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri  
Mayor

Cathy Warner  
Mayor Pro Tem

Jessica Martinez  
Council Member

Fernando Dutra  
Council Member

Henry Bouchot  
Council Member

Brian Saeki  
City Manager

January 18, 2021

via email to Board Clerk

The Honorable Hilda L. Solis, Chair  
Metro Board of Directors

Dear Chair <sup>Hilda</sup> Solis:

As Mayor of the City of Whittier, I write to support the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. The City Council of the City of Whittier, through the adoption of the Gateway Cities Strategic Transportation Plan, supports investments in transportation in the Gateway Cities such as the light rail line known as West Santa Ana Branch. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Council Member Fernando Dutra to accelerate the schedule and budget for the project.

As a Mayor in the Gateway Cities, I'm very interested in hearing frequent updates on this and the other "Pillar Projects" (such as the Eastside Extension), including updates on schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. It is essential that Metro partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the West Santa Ana Branch.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, and now is the appropriate time to secure these funds for the transit-dependent communities of Southeast Los Angeles.

Thank you for your support.

Sincerely,

Joe Vinatieri  
Mayor

# The City of Bellflower

*Families. Businesses. Futures.*

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 [www.bellflower.org](http://www.bellflower.org)



January 18, 2022

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

## **SUBJECT: West Santa Ana Branch Transit Corridor Project**

Dear Chair Dupont-Walker:

The City of Bellflower ("City") is writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, the City supports the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As a member of the Gateway Cities Council of Governments, the City has supported the construction of this transit line for Southeast Los Angeles. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

**WSAB Transit Corridor Project**

**January 18, 2022**

**Page 2 of 2**

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit- dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,



Jeffrey L. Stewart  
City Manager





# CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE  
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130  
PHONE: (562) 916-1310 • FAX: (562) 468-1095  
E-mail: ghu@cerritos.us  
cerritos.us



January 18, 2022

OFFICE OF THE MAYOR  
GRACE HU

**Agenda Item No. 9 & 10- WSAB Transit Corridor Project**  
**Position: ITEM NEEDS MORE CONSIDERATION**

Los Angeles County Metropolitan Transportation Authority  
Planning and Programming Committee  
Honorable Metro Board Chair Solis  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA 90012  
*Via Email: BoardClerk@metro.net*

**Subject: City of Cerritos Comment Letter – West Santa Ana Branch**

Dear Metro Board Chair Solis and Members of the Metro Planning and Programming Committee:

The City of Cerritos hereby respectfully submits this comment letter in response to the selection of the Locally Preferred Alternative (LPA) for Metro's proposed West Santa Ana Branch (WSAB) light rail project within the former Southern Pacific Railway corridor. As an active member of Eco-Rapid Transit and active participant in the Gateway Cities Council of Governments (COG) WSAB Technical Advisory Committee (TAC), the City wishes to express its longstanding commitment to the utilization of the Southern Pacific right-of-way for regional transportation purposes. The City would like to express its support for the completion of the WSAB project from Union Station to Pioneer Station and requests that Metro consider the addition of an optional Cerritos Station to be located between Gridley Road and Studebaker Road and cut-&-cover to be utilized as an alternative to the aerial bridge that is currently proposed by Metro for the intersection of Gridley Road and 183rd Street. Further, the City recommends that Metro allow for the full extent of the WSAB project to be completed beyond the Los Angeles County border to the southeast and into Orange County in the future.

The City of Cerritos, along with the majority of corridor cities along the proposed WSAB Project, favor Alternative 1 - Design Option 2 (in lieu of Alternative 3) because it would provide greater regional transportation access from Pioneer Station to Union Station in Downtown Los Angeles, including access to Little Tokyo, Downtown Los Angeles, East Los Angeles, and other destinations along the transit corridor. To further Metro's goals of a connected regional transportation network, proposed transportation lines should connect the various Los Angeles regional destinations and not be limited based on perceived costs and construction periods. Additionally, Alternative 1 - Design Option 2 provides greater benefits such as reduced traffic congestion and improved air quality as well as additional economic development opportunities for corridor cities. Should the Metro Board select Alternative 1 - Design Option 2 as the LPA, doing so would allow for the full extent of the



City of Cerritos Comment Letter – Metro’s Planning & Programming Committee  
West Santa Ana Branch Project  
**Agenda Item No. 9 & 10- WSAB Transit Corridor Project**  
Position: **ITEM NEEDS MORE CONSIDERATION**  
January 18, 2022  
Page 2

WSAB project to be assessed in the EIR and provide for the entirety of the project to be completed over time as funding becomes available.

As previously indicated, the City of Cerritos would like to request that an optional Cerritos Station, to be located between Studebaker Road and Gridley Road, be included as part of the initial segment so as to not preclude its potential existence in the future. Additionally, the City requests that cut-&-cover be considered as an alternative to the Metro-proposed aerial bridge currently proposed for the intersection of Gridley Road and 183rd Street that spans both the City of Cerritos and the City of Artesia. The City has deemed cut-&-cover to be the preferred engineering methodology for mitigating the unavoidable impacts generated by the aerial configuration currently proposed by Metro for the subject intersection including, but not limited to, pedestrian and vehicular safety, aesthetic, noise, privacy and air quality. Therefore, it is imperative that both the optional Cerritos Station and cut-&-cover alternatives be included as part of the initial segment of the WSAB project and assessed in the Draft Environmental Impact Report (DEIR) that is currently under review for consideration and implementation purposes.

Thank you in advance for your consideration of the City’s comments. Should you wish to further discuss the City’s comments, please do not hesitate to contact Director of Community Development Kristin Aguila at (562) 916-1201.

Sincerely,



Grace Hu  
MAYOR

cc Cerritos City Council  
Art Gallucci, City Manager  
Bill Ihrke, City Attorney



January 18, 2022

Metro Board of Directors  
 Planning and Programming Committee  
 One Gateway Plaza  
 Los Angeles, CA 90013

**RE: Agenda Item 12 - 710-N - Pasadena Stub Relinquishment and Measure R Funding Reallocation**

Dear Metro Board Members and staff,

As community-driven organizations committed to improving quality of life in Los Angeles County, we urge you to prioritize the health and well-being of residents of the 710-N corridor when updating and approving the 710-N funding reallocation project list for the City of Pasadena (and any other corridor communities that requests project revisions), and considering the MOU for stub relinquishment with Caltrans.

**The Metro board must ensure Metro staff support community-endorsed, balanced projects that will enhance public safety, public health, equity, and regional mobility, as well as restore neighborhoods harmed by prior 710 projects.** Pasadena submitted a

relatively balanced, diverse project list that was informed by community input and planning in 2018, only to see it rejected in an opaque funding process that did not even include project scoring by Metro staff.

With \$240 million in funding to be reallocated from the California Boulevard grade separation project, it is imperative that Metro address the mistakes of the prior process and award projects that are multi-benefit, enjoy strong community support, and begin to address the decades of harm associated with the razing of entire neighborhoods to build the “stub” and destruction of neighborhood streets. **Metro and the City of Pasadena have a wonderful opportunity to work with state and federal partners to reconnect communities torn apart by the 710-N, including the “stub” area and corridor south of California Blvd, which needs to be included and relinquished to local control.** Further, Metro should consider top-tier, high impact projects from the City of Pasadena’s latest planning efforts, including but not limited to the pedestrian plan update. In the first 11 months of 2021 six people have been killed, and fifty-five injured, in traffic collisions while walking in Pasadena.

**These projects should include at a minimum the following, with costs updated to reflect increases since list submission in 2018**

**Previously submitted projects | City of Pasadena** (Total: \$106 million)

- **Pasadena Avenue / St. Johns Avenue Complete Streets**
- **I-210 Ramp Modifications (Del Mar Ave)**
- **Electric Transit Buses**
- **Bicycle Transportation Action Plan Projects**
- **Allen and Hill Avenue Complete Streets**
- **The Arroyo Link - Protected Multi-Use Path**

**New, community-supported projects**

- **I-210 Stub Mitigation / Repurposing (“Reconnecting Communities”)**
- **Pasadena Pedestrian Plan Priority Projects**

**2018 Pasadena 710-N Project List**

In 2018, in response to a Metro request for projects serving a range of mobility needs, the City of Pasadena developed a diverse project list that was designed to support the goals and intent of the original 2017 Metro Board motion. The list was composed of the following projects, five of which were subsequently recommended for funding by Metro Highways staff, and one of which (Gold Line Grade Separation) the Pasadena City Council elected not to move forward with in 2021. As the table makes clear, only projects within Categories 1 and 2 of the Metro call for projects were awarded funding, whereas the County and City of Los Angeles was awarded funding for Category 3 and 4 projects.

	<b>Requested Projects (Pasadena)</b>	<b>Metro Recommended Projects (Pasadena)</b>
<b>1. Intelligent Transportation System (ITS) Projects</b>		
Gold Line At-Grade Crossing Enhancements	\$1,000,000	
Pedestrian and Bicyclist Automated Data Collection	\$1,000,000	
High Resolution Traffic Signal Data - Citywide	\$9,000,000	

Walnut Street Corridor Upgrades	\$4,100,000	\$4,100,000
Fair Oaks Avenue / Bellevue Drive Signalized Intersections	\$850,000	\$850,000
ITS Projects and Traffic Flow Improvements within affected SR-710 Corridors (Orange Grove, Colorado, Green, Holly and Hill)	\$3,800,000	\$3,800,000
<b>2. Local Street / Road and Freeway Local Interchange Mobility and Operational Improvement Projects</b>		
I-210 Corridor Expansion	\$5,000,000	
210 Ramp Modifications / Operation Street Improvements	\$50,000,000	
Pasadena Avenue / St. Johns Avenue Complete Streets	\$15,000,000	
Allen Avenue Complete Streets	\$2,000,000	
Hill Avenue Complete Streets	\$2,000,000	
Avenue 64 Complete Streets	\$2,000,000	
Gold Line Grade Separation at California Boulevard (Round 1 and 2 requests combined)	\$230,500,000	\$230,500,000
St. John's Capacity Enhancement Project	\$2,600,000	\$2,600,000
<b>3. Transit Projects</b>		
Rapid Bus Improvements	\$10,000,000	
Rose Bowl Shuttles	\$400,000	
Student Transit Passes	\$400,000	
Electric Transit Vehicles	\$28,000,000	
Short Range Transit Plan	\$9,000,000	
Transportation Operations and Maintenance Facility	\$33,000,000	
<b>4. Active Transportation Projects</b>		
Bicycle Transportation Action Plan Projects	\$5,000,000	
The Arroyo Link - Protected Multi-Use Path	\$2,000,000	
Bikeshare Expansion	\$400,000	
Mobility Hubs	\$10,000,000	
<b>5. Local Street Intersection Improvement Projects</b>		
None		
<b>6. Maintenance / Rehabilitation Projects</b>		
None		
<b>7. Studies</b>		

None		
<b>8. Parking Structure</b>		
None		
<b>TOTALS</b>	<b>\$427,050,000</b>	<b>\$241,850,000</b>

### **2014 Metro Board Adopted Complete Streets Policy**

In October 2014 the Metro Board of Directors adopted a [Complete Streets Policy](#) to “establish a standard of excellence for multimodal design,” recognizing Metro’s unique position to “help advance advance state, regional and local efforts to create a more “complete” and integrated transportation network that serves all users (*including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods*) and supports environmental sustainability (page 3).”

Metro’s Complete Streets policy further underlines that **all relevant departments at Metro, partner agencies, and funding recipients shall approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users**, and work in “coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation”.

**2017 Metro Board 710 Motion** by Directors Fasana, Barger, Solis, Garcetti, and Najarian encouraged Metro, Caltrans, and the corridor cities to:

*“pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.”*

In response, corridor cities submitted over \$425 million in requests for transit and active transportation improvements. These projects were aimed at reducing vehicle miles traveled, air pollution, greenhouse gas emissions, and preventable traffic collisions and deaths. Yet the vast majority were unfunded; only the City and County of Los Angeles received funding for local transit and active transportation projects.

### **2021 Modernizing Metro Highways Motion**

On June 24, 2021 the Metro Board of Directors adopted a motion to grant local cities and municipalities greater flexibility and control over how sales tax measure highway funding is spent on local streets. This flexibility is designed to support cities working to address public safety, public health, equity, and climate goals directly connected to transportation spending. This board adopted policy is another direct example and direction to staff that cities have the authority to incorporate street safety improvements into local projects funded with Measure R/M sales tax dollars.

The motion recognized that **when Metro Highway Funding is used on local streets, it impacts all road users, including older adults, children, and mobility-impaired residents who walk along and across streets to access local schools, community sites, and**

**businesses.** Transportation “improvements” should not make local streets more difficult or dangerous to cross by foot. This is particularly important in Los Angeles County, where traffic crashes are the number one cause of premature death for children aged 5-14.

### **Alignment with Local and State Climate Goals**

To date Metro staff has prioritized projects designed to improve “**Level of Service (LOS)**” rather than reduce “**Vehicle Miles Traveled (VMT)**”, the statewide standard for planning and an approach adopted by Pasadena in 2014. This shift was made recognizing the science behind ‘induced demand’, including the Office of Planning and Research’s guidance that “each percent increase in lane miles results in a 1.03 percent increase in vehicle travel”<sup>1</sup>.

In 2022 Metro should no longer prioritize projects based on Level of Service, an outdated approach that is at odds with Metro’s own mission as well as Pasadena and California climate goals. Projects should be evaluated and selected based on their ability to reduce VMT and increase mobility for all. This is particularly important as the transportation sector is the number one source of Greenhouse Gas (GHG) emissions locally, regionally, and statewide.

It is critical that future transportation investments respond to the science at a moment when focused action remains absolutely critical; the California Air Resources Board has found that *Los Angeles County is failing to reduce emissions from the transportation sector.*<sup>2</sup> The time to bring our transportation spending in line with our safety, health, and climate goals is now.

**Recognizing the historic nature of this local transportation investment for LA County, the undersigned urge the Metro Board to insure Metro staff respect and adhere to adopted board policy when vetting alternative projects for the 710-N corridor.**

Thank you for your time and consideration of these issues,

**Michelle Matthews**  
Executive Director  
Arlington Garden

**David Diaz, MPH**  
Executive Director  
Active San Gabriel Valley

**Jonathan Matz**  
California Senior Policy Manager  
Safe Routes Partnership

**Brandon Fox**  
Organizer  
Families on Fremont

**Jessica Meaney**  
Executive Director  
Investing in Place

**Michael Schneider**  
Founder  
Streets For All

**Rev. Tera Landers**  
Lead Pastor  
Throop Unitarian Universalist Church

**Caro Jauregui**  
Co-Executive Director  
California Walks

<sup>1</sup> Governor's Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. Page 29. Accessed 11/3/2021: [http://opr.ca.gov/docs/20180416-743\\_Technical\\_Advisory\\_4.16.18.pdf](http://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf).

<sup>2</sup> 2018 Progress Report, California’s Sustainable Communities and Climate Protection Act [https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report\\_SB150\\_112618\\_02\\_Report.pdf](https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf)

**David Levitus**  
Executive Director  
LA Forward

**Dr. Deborah Hsiung, D.O.**  
Director  
Stop4aidan

**Jose Zavala**  
President  
Aztlan Athletics Foundation

**Jenny Bright**  
Organizer  
Oaklawn Neighborhood Improvement

**Mike McGill**  
Interim Head of School  
The Sequoyah School

**Joanne Nuckols**  
Organizer  
No on 710 Action Committee

**Christy Zamani**  
Executive Director  
Day One

**James Rojas**  
Founder  
Latino Urban Forum

**Tim Ivison**  
Organizer, Pasadena  
United Caltrans Tenants

**Mark Gallatin**  
President  
South Pasadena Preservation Foundation

**Eli Kaufman**  
Executive Director  
LA County Bicycle Coalition

### **Metro Board Adopted Complete Streets Policy (2014) - Policy Statement**

The principles below guide Metro's core commitments to include the needs of all users, regardless of how they travel, into the everyday decision-making process. Source: [http://media.metro.net/projects\\_studies/sustainability/images/policy\\_completestreets\\_2014-10.pdf](http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf)

1. **Complete Streets Serving All Users and Modes.** Metro expresses its commitment to work with partner agencies and local jurisdictions to plan and fund Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, transit facilities, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may be ineffective to enhance all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.
2. **Context Sensitivity.** In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall contribute to safe travel for all users and be consistent with best practices, such as the Metro First/Last Mile Strategic Plan, NACTO Urban Street Design Guide, NACTO Urban Bikeway Design Guide, Los Angeles County Model Design Manual for Living Streets, or equivalent.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments at Metro, partner agencies, and funding recipients will work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.
4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this policy. Even for projects with



limited scope, opportunities to implement incremental improvements leading to long-term accommodations for all users shall be incorporated. In new Metro corridor projects, intermodal connectivity elements shall be an intrinsic part of the project's scope in environmental documents, to the extent required, and project definition for construction.

### Implementation

1. **Design. Metro will design and evaluate projects using the latest design standards and innovative design options**, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.
2. **Network/Connectivity.** Metro will work with partner agencies and local jurisdictions to incorporate Complete Streets infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or constructed, key points should be identified for cross corridor accessibility. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
3. **Implementation Next Steps.** Metro will take the following specific next steps to implement this Complete Streets Policy:
  - A. Plan Consultation and Consistency:** Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
  - B. Stakeholder Consultation:** Develop and/or clearly define a process to allow for continued stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, automobile interests, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy by Metro. Consultation with these stakeholders is part of the overall project outreach effort.
4. **Performance Measures.** Metro will develop additional performance metrics and track progress toward achieving sustainability policies and priorities, including Complete Streets implementation, which will be included in the annual Sustainability Report developed by the Countywide Planning and Development Department. In addition, all relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by Metro are serving each category of users by collecting baseline data and collecting follow-up data after project implementation. This requirement has been incorporated into the 2015 Call for Projects cycle and will apply to all subsequent capital grant funding program cycles.

## January 2022 P&P Public Comments

**From:** [REDACTED]  
**Sent:** Saturday, January 15, 2022 6:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>; First District <firstdistrict@bos.lacounty.gov>  
**Cc:** anajarian@glendaleca.gov; JDupontw@aol.com; kathryn@bos.lacounty.gov; Mike.Bonin@lacity.org; Mayor@cityofinglewood.org; FDutra@cityofwhittier.org; Mayor.Garcetti@lacity.org; Hahn@bos.lacounty.gov; Paul.krekorian@lacity.org; Sheila@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim\_Sandoval@ci.pomona.ca.us; eandalon@bos.lacounty.gov; assemblymember.carrillo@assembly.ca.gov  
**Subject:** BRT Noho-Pasadena, drive the BRT in Eagle Rock in mixed flow lanes

Dear Metro Board Members,  
Councilmember Kevin de Leon,  
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district. The majority of Eagle Rock residents are disgusted with the fact that Metro has been coordinating with the Road Diet Activists Beautifulboulevard who are determined to create 1-lane in this shopping district and take out parking... totally unnecessarily. This group of bike activists have been bullying and berating and slandering hundreds of residents and businesses owners through social media, phone call threats, and sending threatening mail to business owners. Please stop coordinating with these people.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about

Metro's 2 current designs:

### **The two current Metro BRT Design Options:**

#### **"Refined F1" Option, 1-Lane Design**

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

#### **Major Concerns:**

##### **1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.**

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

##### **2.) Gridlock:**

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

### **3.) Loss of Parking:**

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

### **4.) Loss of Dining Patios:**

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

### **5.) Safety Concern:**

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

### **6.) Safety Concern:**

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

### **7.) Loss of Trees:**

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any

new planting get established without irrigation?

**8.) Removing left turns:**

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

**The "F1" Option 2-Lane design**

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████

Eagle Rock resident

---

**From:** [REDACTED]

**Sent:** Sunday, January 16, 2022 10:51 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment: Planning and Programming Committee (January 19, 2022), Item 9

Hello. My name is [REDACTED] and I'm a resident of the city of Downey.

I strongly support LA Metro's recommendation to choose Union Station as the preferred terminus route.

This will allow for travel through the Downtown LA East-Side area (which has no LA Metro rail lines) and will create a much quicker travel time to the Union Station; instead of having to rely on the much longer detour by the C Line (Green) to J Line (Silver) route, or the A Line (Blue) to B Line (Red)/D Line (Purple) route.

LA Metro must continue to find ways to accelerate the Project's timeline. We were originally promised that the Artesia to Downtown LA route would be completed by the 2028 LA Olympics. And accelerating the project to Downtown LA will reduce one of the biggest reasons for owning a car in Southeast LA (for quick travel to Downtown LA). So it's imperative that LA Metro continues to find ways to accelerate the Project so that it does not take till the year 2041-2043 to fully complete this project.

Thank you for your time.

**From:** [REDACTED]

**Sent:** Monday, January 17, 2022 8:35 AM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

**Cc:** firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; JDupontw@aol.com; kathryn@bos.lacounty.gov; Mike.Bonin@lacity.org; Mayor@cityofinglewood.org; FDutra@cityofwhittier.org; Mayor.Garcetti@lacity.org; Hahn@bos.lacounty.gov; Paul.krekorian@lacity.org; Sheila@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim\_Sandoval@ci.pomona.ca.us; Tony.Tavares@dot.ca.gov; achapa@bos.lacounty.gov; eandalon@bos.lacounty.gov

**Subject:** North Hollywood to Pasadena Transit Corridor; BRT in EAGLE ROCK

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).

- Cars turning left or right would stop this one lane.
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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

### 3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

### 4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

### 5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

### 6.) Safety Concern:

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### 7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

### 8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

9.) If the one travel lane adds 7-9 min of travel time for cars, this means that this also adds additional stress for parents to be on time when it comes to dropping off and picking up their kids from school/extra-curricular activities. Only if school and after-school programs would extend the pick up time to accommodate the increase of traffic if the one travel lane was implemented, but the fact of the matter is that it is not.



## Summary Comparison

	Two Travel Lane Option	One Travel Lane Option
Signalized/Unsignalized Left Turn Movements (25 existing EB, 21 existing WB)	<ul style="list-style-type: none"> <li>Preserves nearly all signalized left-turns with left turn pockets</li> <li>Closes most unsignalized left-turns to reduce traffic conflicts</li> <li>Adds 2 new signals at Hermosa and Dahlia</li> </ul>	
Traffic	Traffic operations (speed and delay) similar to conditions without project	Reduces traffic volume by approx. 20% and adds 7 - 9 minutes travel time for cars
City of LA's Planned ATP Curb Extensions (18 Total)	Preserves 17 curb extensions (12 downsized/relocated)	Preserves 16 curb extensions (3 downsized/relocated)
Parking Spaces (319 existing)	Preserves about 34% of existing spaces (109 out of 319)	Preserves about 62% of existing spaces (197 out of 319)
Raised Medians/Islands (2,000 ft existing medians)	5,360 linear ft – modified widths of 6-16 ft (20 ft from Broadway to El Rio)	6,730 linear ft – maintains width of existing medians (20 ft from Broadway to El Rio)

21

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

**Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd.** This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████

**From:** [REDACTED]

**Sent:** Monday, January 17, 2022 8:55 AM

**To:** SepulvedaTransit <SepulvedaTransit@metro.net>; Board Clerk <BoardClerk@metro.net>

**Subject:** No to Monorail! Yes to rail that works!

Dear Sepulveda Corridor Leadership and Metro Board,

While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right.

I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, January 18, 2022 1:36 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** Hamilton Neighborhood Association <hamilton.neighborhood@gmail.com>; Jerry Fink <jjcartagelax@gmail.com>; Linda Campbell <lateach90@aol.com>; AJ Siegrist <ajsiegrist@yahoo.com>; Joni Ricks <joni\_ricks@yahoo.com>; Jeff Rowe <jfrowe@rocketmail.com>; Darlene Broom <db1wellness@aol.com>; Dpressburg@gmail.com; Parker Houston <Parker.Houston@longbeach.gov>  
**Subject:** Hamilton Neighborhood Association in Support of File# 2022-0024 Motion Agenda Item #7

Hello,

To whom it may concern, **The Hamilton Neighborhood Association is in full Support** of File# 2022-0024 Motion Agenda Item #7 A & B put forth by Directors Hahn, Mitchell, and Dutra.

***7. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM 2022-0024 RECOMMENDATION APPROVE Motion by Directors Hahn, Mitchell, and Dutra that the Board direct the Chief Executive Officer to: A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and B. Ensure funding for at least a two-to-one replacement for all 174 trees being removed, which would mean at least 348 replacement trees to be provided as part of the Project.***

Wed 1/19/2022

10:30 a.m.

Watch online: <http://boardagendas.metro.net> Listen by phone: Dial 888-251-2949 and enter Access Code: 8231160# (English) or 4544724# (Español)

***Warmest Regards,***

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, January 18, 2022 4:33 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Agenda Item ITEM #7 SR-91

Good Morning, Honorable Metro Board Members and Staff,

May we, The Deforest Park Assn, add our support for item #7. We are in full agreement with our neighbors in the Hamilton Neighborhood and Neham Neighborhood Association. The Deforest Neighborhood Association and The North Long Beach Community Action Group support File# 2022-0024 Motion Agenda Item #7 A & B put forth by Directors Hahn, Mitchell, and Dutra.

Item 7.

**SUBJECT: MEASURE R HIGHWAY SUB-REGIONAL PROGRAM 2022-0024 RECOMMENDATION TO APPROVE.** Motion by Directors Hahn, Mitchell, and Dutra that the Board directs the Chief Executive Officer to:

A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and

B. Ensure funding for at least a two-to-one replacement ratio for all 174 trees being removed, that would mean at least 348 replacement trees. In addition please add that a list of greenery/trees is utilized for carbon reduction and absorption to eliminate the carbon footprint thus further reducing impacts to the community.

We appreciate that this will be provided as part of this Project and future development of the SR-91.

Sincerely,

[REDACTED]

[REDACTED]



BRENDA OLMOS  
Mayor

VILMA CUELLAR STALLINGS  
Vice Mayor

ISABEL AGUAYO  
Councilmember

LAURIE GUILLEN  
Councilmember

PEGGY LEMONS  
Councilmember

January 24, 2022

The Honorable Hilda L. Solis  
Supervisor, First District  
Los Angeles County Board of Supervisors  
Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

**RE: SUPPORT for the West Santa Ana Branch (WSAB)**

Dear Supervisor Hilda Solis:

The City of Paramount expresses support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. Paramount supports the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the project schedule and budget. As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we supported the construction of this transit line for Southeast Los Angeles County for nearly twenty years.

Many of our residents voted for the passage of Measure R and Measure M, with the expectation that we would receive high-quality transit service for commuters in and out of Paramount. The WSAB project is located within disadvantaged communities, such as Paramount, that are more transit-dependent in lower-income brackets than Los Angeles County as a whole. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-inline federal, state, and local funding. Furthermore, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As stakeholders, we ask for frequent updates on the project's schedule, costs, and funding at boards meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. Moreover, we ask that Metro partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043.

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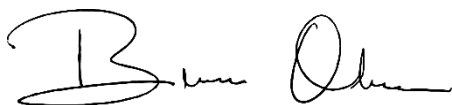
*Dedicated to providing fiscally responsible services that maintain a vibrant community.*

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • [paramountcity.com](http://paramountcity.com)  
[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount\\_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), Metro L (Gold Line), and Metro D (purple Line), and the Regional Connector in other parts of L.A. County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles County.

For these reasons, we support the timely construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station. Please feel free to contact City Manager John Moreno at (562) 220-2222 if you have any questions. Thank you for your time and consideration.

CITY OF PARAMOUNT

A handwritten signature in black ink, appearing to read "Brenda Olmos". The signature is written in a cursive style with a large initial "B".

Brenda Olmos  
Mayor

cc. Honorable Supervisor Janice Hahn, 4th District  
Whittier Councilmember Fernando Dutra  
Ms. Nancy Pfeffer, Executive Director, Gateway Cities Council of Governments

# The City of Bellflower

*Families. Businesses. Futures.*

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 [www.bellflower.org](http://www.bellflower.org)



January 24, 2022

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

## **SUBJECT: West Santa Ana Branch Transit Corridor Project**

Dear Chair Solis:

The City of Bellflower ("City") is writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, the City supports the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As a member of the Gateway Cities Council of Governments, the City has supported the construction of this transit line for Southeast Los Angeles. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

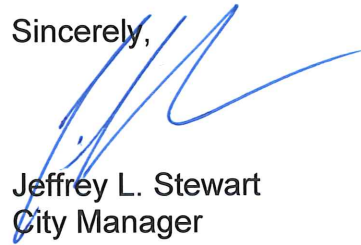
The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/Λ. Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

**WSAB Transit Corridor Project**  
**January 24, 2022**  
**Page 2 of 2**

Metro has about 40 years of Federal Transit Administration “New Starts” successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit- dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,



Jeffrey L. Stewart  
City Manager





## Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

[www.cityofsouthgate.org](http://www.cityofsouthgate.org)

**MARIA DEL PILAR AVALOS**

Vice Mayor

January 19, 2022

Dear Metro Board Chair Solis:

I am writing to express my support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as a matter of public urgency. I additionally support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the construction schedule and budget for this project. As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost two decades. Our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch Project was designed with the forethought of alleviating some of the ills that affect our communities. Our SELA communities suffer from poor air quality, are more transit-dependent, lower-income, and make up a higher-percentage minority than LA County as a whole. The Project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for the next-inline federal, state and local funding.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Maria del Pilar Avalos'.

Maria del Pilar Avalos

Vice Mayor, City of South Gate





January 19, 2022

The Honorable Hilda Solis  
Metro Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles CA 90012

RE: Letter of Support – West Santa Ana Branch Transit Corridor Project

Dear Supervisor Solis,

Please accept this letter as our way to officially support the expansion of the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 program.

Additionally, supporting WSAB means there will be an increase in businesses and business expansion services, including Onēva- 'a platform connecting trusted caregivers to the employee family customers they serve'. We are a California-based Health Technology Company (HTC) and have been serving the state since 2014. Additionally, we proudly hold multiple state government certifications, including Women Owned Small Business (WOSB) and Minority Business Enterprise (MBE).

Onēva is a job/career creating business enterprise, and we offer workforce development and placement services with the noted expertise and processes:

- Software development aimed at connecting families to in-home infant, child, special needs, adult/elder caregivers, drivers, and others needed so families can juggle work and school
- Verifying the credentials of workers on the platform to confirm compliance with all applicable laws and regulations necessary to perform each service as well as the workers' COVID-19 vaccination status
- Sourcing caregivers to meet these needs at scale, particularly as it pertains to the last mile traveled from home to Train/Air Station.



While we understand the necessity of building this line in segments, we formally ask that you do not delay planning and construction-development and commit to building this entire project as soon as possible so we and millions more can build it and ride it. We look forward to working together to make the one-seat ride from Artesia to Union Station a reality for our community. If you have any questions, I can be reached at [Anita@oneva.com](mailto:Anita@oneva.com) or (510) 318-0401.

Thank you,

A handwritten signature in black ink, appearing to read "Anita Darden Gardyne".

Anita Darden Gardyne  
President & CEO Onēva



January 25, 2022

The Honorable Hilda Solis  
Metro Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles CA 90012

Dear Supervisor Solis,

I am writing to you to express my support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 Program.

SoCal Corporate Growth Partners (SCCGP) is a public benefit organization based in Southern California dedicated to strengthening commerce by providing educational programs and assistance to small businesses and supporting their role as economic drivers and job creators. SCCGP has been a strong ally for minority enterprises; their corporate advisory team has helped expand business partnership opportunities for underserved groups in the communities they serve.

While we understand the necessity of building this line in segments, do not delay planning and construction and commit to building this entire project as soon as possible so we can build it and ride it. We look forward to working together to make the one-seat ride from Artesia to Union Station a reality for our community.

Sincerely Yours,

A handwritten signature in blue ink, appearing to read "John C. Gutierrez". The signature is stylized with long, sweeping lines.

John C. Gutierrez, Executive Director  
So Cal Corporate Growth Partners, funded by the U.S. Department of Commerce, Minority Business Development Agency's Coronavirus Response and Relief Award

CC: Mike Kodama, Eco-Rapid Transit

SoCal Corporate Growth Partners  
500 W. Bonita Ave. Suite 6, CA 91773  
T 909.315.3339 • F 951.344.8327  
www.sccgp.org • info@sccgp.org





January 25, 2022

Dear Chair Solis:

We are writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project

As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,



Alfonso Noyola, ICMA-CM  
City Manager

Cc: Elizabeth Alcantar, Mayor  
Jose Gonzalez, Vice Mayor  
Daisy Lomeli, Councilmember  
Jack Guerrero, Councilmember  
Blanca Lozoya, Councilmember

Mayor  
Elizabeth Alcantar

Vice Mayor  
Jose R. Gonzalez

Councilmember  
Jack M. Guerrero

Councilmember  
Blanca Lozoya

Councilmember  
Daisy Lomeli

City Manager  
Alfonso Noyola, ICMA-CM



# CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE  
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130  
PHONE: (562) 916-1310 • FAX: (562) 468-1095  
E-mail: [ghu@cerritos.us](mailto:ghu@cerritos.us)  
[cerritos.us](http://cerritos.us)



January 25, 2022

OFFICE OF THE MAYOR  
GRACE HU

**Agenda Item No. 9 & 10 - WSAB Transit Corridor Project**  
Position: **ITEM NEEDS MORE CONSIDERATION**

Los Angeles County Metropolitan Transportation Authority  
Metro Board of Directors  
Honorable Metro Board Chair Solis  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA 90012  
*Via Email: [BoardClerk@metro.net](mailto:BoardClerk@metro.net)*

Subject: **City of Cerritos Comment Letter – West Santa Ana Branch**

Dear Chair Solis and Members of the Metro Board:

The City of Cerritos hereby respectfully submits this comment letter in response to the selection of the Locally Preferred Alternative (LPA) for Metro's proposed West Santa Ana Branch (WSAB) light rail project within the former Southern Pacific Railway corridor. As an active member of Eco-Rapid Transit and active participant in the Gateway Cities Council of Governments (COG) WSAB Technical Advisory Committee (TAC), the City wishes to express its longstanding commitment to the utilization of the Southern Pacific right-of-way for regional transportation purposes. The City would like to express its support for the completion of the WSAB project from Union Station to Pioneer Station and requests that Metro consider the addition of an optional Cerritos Station to be located between Gridley Road and Studebaker Road and cut-&-cover to be utilized as an alternative to the aerial bridge that is currently proposed by Metro for the intersection of Gridley Road and 183rd Street. It is further recommended that the Metro Board extend the WSAB project to the Los Angeles County/Orange County border in order provide access to Orange County cities in the future.

The City of Cerritos and the majority of corridor cities along the proposed WSAB Project, favor Alternative 1 - Design Option 2 (in lieu of Alternative 3) because it would provide greater regional transportation access from Pioneer Station to Union Station, including access to Little Tokyo, Downtown Los Angeles, East Los Angeles, and other destinations along the transit corridor. To further Metro's goals of a connected regional transportation network, proposed transportation lines should connect the various Los Angeles regional destinations and not be limited based on perceived costs and construction periods. Additionally, Alternative 1 - Design Option 2 provides greater benefits such as reduced traffic congestion and improved air quality as well as additional economic development opportunities for corridor cities. Should the Metro Board select Alternative 1 - Design Option 2 as the LPA, doing so would allow for the full extent of the WSAB project to be

City of Cerritos Comment Letter – Metro Board  
**Agenda Item No. 9 & 10- WSAB Transit Corridor Project**  
Position: **ITEM NEEDS MORE CONSIDERATION**  
January 25, 2022  
Page 2

assessed in the EIR providing for the entirety of the project to be completed over time as funding becomes available.

Accordingly, the City of Cerritos requests that the Metro Board introduce a recommendation to include: an optional Cerritos Station to be located between Studebaker Road and Gridley Road; and cut-&-cover undergrounding methodology to be considered as an alternative to the aerial bridge configuration currently proposed for the intersection of Gridley Road and 183rd Street. The request to employ cut-&-cover methodology at this location is supported by both the City of Cerritos and the City of Artesia as the proposed bridge spans and adversely impacts both jurisdictions. Additionally, cut-&-cover is the preferred methodology for this location because it would effectively mitigate potential adverse impacts to pedestrian safety, vehicular circulation, aesthetics, noise, privacy and air quality. Therefore, it is imperative that the Metro Board provide for an optional Cerritos Station and cut-&-cover methodology to be considered as part of the initial operating segment so that they may be assessed in either the WSAB Draft Environmental Impact Report (DEIR) or as a supplement to said assessment for concurrent consideration and approval.

Thank you in advance for your consideration of the City's comments. Should you wish to further discuss the City's comments, please do not hesitate to contact Director of Community Development Kristin Aguila at (562) 916-1201.

Sincerely,



Grace Hu  
MAYOR

cc Cerritos City Council  
Art Gallucci, City Manager  
Bill Ihrke, City Attorney



January 26, 2022

*Re: Move LA supports agenda item #10 that the West Santa Ana Branch Project be declared complete once it provides a single-seat ride connecting Artesia to Union Station via rail.*

Dear Board of Directors:

The West Santa Ana Branch, one of the Measure M-funded construction projects that Move LA fully endorsed early on, *is a transit corridor whose time has finally come!* Let's advance it to engineering and construction, encourage value capture and public-private-partnership work, mitigate the impacts on Slauson Avenue, and all the other recommendations listed in the motion to the board—as soon as possible!

Move LA supported the West Santa Ana project from the very beginning of the transit expansion plan that became real with passage of Measure M in 2016. We worked closely with Mayor Garcetti, the Metro Board and so many elected officials and advocates to find the funding—which we did with the help of Los Angeles County voters—to build the kind of transit system that *all of LA County could be proud of.*

The 19-mile light rail line leaving Artesia and traversing 19 miles into the heart of Downtown LA will connect Southeast LA County with the rest of the system and much of LA County by providing a one-seat ride to Union Station and then to many destinations beyond! We must accelerate the project so that we can ride it during our lifetimes!

One of the Board's four Pillar Projects, the West Santa Ana Branch alignment will serve so many underserved and environmental justice communities. The people who live and work in this corridor need a transit option to access living wage jobs. And we must accelerate the project so we can ride it during our lifetimes!

We believe the West Santa Ana Branch will create a corridor of opportunity, providing access to jobs, education, health care and recreational opportunities. It will fill a gap in Metro's urban rail system and we believe it can achieve a level of ridership that will rival the Blue Line and provide access via rail to so many Southeast Los Angeles communities.

We applaud the leadership of Supervisors Hahn, Solis, Mitchell, Director Dutra, and Mayor Garcetti—thank you for authoring this motion and urge the Board of Directors to vote yes!



We pledge our support to help Metro secure the additional state and federal funding required to build this project, which is a great example for President Biden's Justice40 program.

Let's move forward together to make this project a reality and not waste any more time!

Sincerely,

A handwritten signature in black ink that reads "Denny Zane". The signature is written in a cursive style with a large, stylized "D" and "Z".

Denny Zane  
Move LA

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0057  
(916) 319-2057  
FAX (916) 319-2157

DISTRICT OFFICE  
13181 N. CROSSROADS PARKWAY, SUITE 160  
CITY OF INDUSTRY, CA 91746  
(562) 692-5858  
FAX (562) 695-5852



COMMITTEES  
CHAIR: HUMAN SERVICES  
AGING AND LONG-TERM CARE  
APPROPRIATIONS  
EMERGENCY MANAGEMENT  
PUBLIC EMPLOYMENT AND RETIREMENT

January 26, 2022

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

**RE: Item #9 & 10 WEST SANTA ANA BRANCH PROJECT – LETTER OF SUPPORT**

Dear Chair Solis:

I am writing you to express my strong support of the West Santa Ana Branch Transit Corridor Project's construction that spans throughout the Southeast Los Angeles region.

The proposed project will enhance economic development across Los Angeles County and improve connectivity across the surrounding neighborhoods. It is important for our residents to have greater access to public transportation for employment and to alleviate poor air quality while reducing our carbon footprint.

The project is located within transit-dependent disadvantaged communities consistent with President Biden's Justice40 Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch Transit Corridor Project as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to the Slauson/A Line (Blue) Stations.

Thank you for your thoughtful consideration of the aforementioned recommendations for this vital transportation project. If I can be of any assistance in regards to this matter, please feel free to contact my district office at (562) 692 – 5858.

Sincerely,

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

Lisa Calderon  
Assemblymember, 57<sup>th</sup> District



January 26, 2022

Dear Chair Solis:

We are writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-inline federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,

  
Alicia Romero

Mayor

  
Carlos Islas

Interim City Manager



Committee on Appropriations  
Homeland Security, Chairwoman  
Labor, Health and Human Services, and Education,  
Vice Chairwoman

Leader's Council

Congressional Hispanic Caucus

Smithsonian Institution, Board of Regents

January 27, 2022



**LUCILLE ROYBAL-ALLARD**

40TH DISTRICT, CALIFORNIA

WASHINGTON, DC OFFICE  
2083 Rayburn House Office Building  
Washington, DC 20515-0540  
Telephone: (202) 225-1766  
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500 Citadel Drive, Suite 320  
Commerce, CA 90040-1572  
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Fax: (323) 721-8789

[roybal-allard.house.gov](http://roybal-allard.house.gov)

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

Dear Metro Board Chair Solis and Honorable Metro Board of Directors:

As a native Angeleno, and a member of the House Appropriations Committee, I have worked continuously to ensure our state and local counties receive their fair share of federal infrastructure resources to serve our commuters in high travel demand corridors. That is why I was proud to support and vote for the Infrastructure and Investment Jobs Act (IIJA), a transformational piece of legislation which includes \$550 billion in new federal funding for vital transportation projects in our nation.

I am proud to join Metro Board Chair and LA County Board Chair Supervisor Hilda Solis, Supervisor Janice Hahn, Supervisor Holly Mitchell, LA Mayor Eric Garcetti, Metro Board Director Fernando Dutra, and the Board of Eco-Rapid Transit in support of Supervisor Hahn's motion in Item #10 to pursue an accelerated completion of the West Santa Ana Branch (WSAB) Transit Corridor Project prior to FY 2033.

Southeast LA County is the only region without mass transit service. As the Metro Board votes to approve the project terminus and selects a Locally Preferred Alternative (LPA), it is essential that the needs of the most disadvantaged communities be a top priority. As a result, I strongly urge the Metro Board to support the Metro staff recommendation and approve the LPA to be the Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower with a segment completion by FY 2041-43 (Item #9). Supporting this project would be a major step in traversing one of the most densely populated areas in our country comprised of high numbers of low-income, heavily transit-dependent residents.

I also encourage the Metro Board to support expediting the completion of the WSAB LPA. Given many of our most vulnerable populations rely on transit services to commute to work, school, medical appointments, shopping, and other essential destinations, it is essential to expand efficient, accessible, and affordable travel mobility transit options to our disadvantaged, minority communities as quickly as possible.

While the WSAB is consistent with President Biden's "Justice 40" Initiative which increases the ability to access federal funding, it is imperative that Metro seek and identify all avenues to fill the gap funding needed to accelerate the completion of the supported LPA.

I commend the Metro Board and its staff for their hard work to invest in our local transportation and infrastructure. Your efforts are a critical step toward ensuring our communities can excel and thrive.

I look forward to continuing to support your efforts in Congress and to work with you and all our local transportation stakeholders and elected officials at the local, state, and federal level to achieve our goal of improving the lives of our Southeast LA County residents.

Sincerely,



LUCILLE ROYBAL-ALLARD  
Member of Congress

LRA:cm



# City of Maywood

4319 East Slauson Avenue • Maywood, California 90270  
Tel: (323) 562-5700 • Fax (323) 773-2806

January 25, 2022

Dear Chair Solis:

We are writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project

As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,

Heber Marquez  
Mayor  
City of Maywood





Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cerritos
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority

Chair

Ali Sajjad Taj  
Council Member  
City of Artesia

Vice-Chair

Sean Ashton  
Councilmember  
City of Downey

Secretary

Vrej Agajanian  
Councilmember  
City of Glendale

Treasurer

Jose R. Gonzalez  
Mayor  
City of Cudahy

Internal Auditor

Alejandra Cortez  
Councilmember  
City of Bell Gardens

Executive Director  
Michael R. Kodama

General Counsel  
Matthew T. Summers

Ex-Officio  
Ricardo Reyes  
City Manager Representative

January 25, 2022

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

Re: Letter of Support – West Santa Ana Branch Transit Corridor Project

Supervisor Solis,

Eco-Rapid Transit supports the Metro Board Agenda Item 10 motion introduced by Supervisor Janice Hahn, Supervisor Hilda Solis, Supervisor Holly Mitchell, Los Angeles Mayor Eric Garcetti and Whittier Councilmember Fernando Dutra which declares the West Santa Ana Branch Project is a one seat ride connecting Artesia to Union Station. We also appreciate the motion's acknowledgement that we need to accelerate the project budget and timeline so we can ride this train during our lifetime.

This line was promised as defined in this motion and was why our member cities supported both Measure M and Measure R. We need to accelerate the project to meet the promise of Measure M and Measure R.

This project is vital to our environmental justice communities that live and work along the proposed line who need access to affordable, dependable transportation. We also support the one seat ride to Union Station because it connects our community to locations in the region with stops at 7<sup>th</sup> and Alameda and Little Tokyo in Downtown Los Angeles.

Our community has been impacted by pollution from cars, trucks, trains and industries. More of our children have asthma, from this pollution. Transportation has divided our communities. This proposed transit line, designed with the community has the possibility of united us.

This rail line will provide access to destinations that provide living wage jobs. The West Santa Ana Branch built with the community – provides training and jobs that can help uplift the community. It can be the corridor of opportunity creating investment in the corridor and access to jobs, education, health care and recreational opportunities.

The members of Eco-Rapid Transit pledge our support to work with Metro, Gateway Cities Council of Governments and other stakeholders to secure the necessary state and federal funds to build this project.

Money is always an issue. In the past, Metro has successfully secured Federal Transit Administration "New Starts" funds for other rail transit projects in Los Angeles



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
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- City of Glendale
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- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority

Chair

Ali Sajjad Taj  
Council Member  
City of Artesia

Vice-Chair

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Councilmember  
City of Downey

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City of Bell Gardens

Executive Director

Michael R. Kodama

General Counsel

Matthew T. Summers

Ex-Officio

Ricardo Reyes  
City Manager Representative

County. It is time to secure these funds for underserved transit dependent communities in our corridor. The West Santa Ana Branch line is the poster child for President Biden's Justice40 program and together let us move forward to create this transit line that finally fills a gap in the Metro system and will serve our communities in Southeast Los Angeles now.

Sincerely,

Ali Sajjad Taj  
Chair, Eco-Rapid Transit Board of Directors

Cc: The Honorable Janice Hahn, Los Angeles County Supervisor and Metro Board of Directors  
The Honorable Fernando Dutra, Whittier City Councilmember and Metro Board of Directors  
The Honorable Holly Mitchell, Los Angeles County Supervisor and Metro Board of Directors  
The Honorable Eric Garcetti, Los Angeles Mayor and Metro Board of Directors  
Eco-Rapid Transit Board of Directors  
Nancy Pfeffer, Gateway Cities Council of Governments  
Estela Lopez, Downtown Industrial Business Improvement District  
David Ikegami, Little Tokyo Business Association





January 26, 2022

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

RE: Rail to Rail Active Transportation Corridor Project

Dear Honorable Chair Solis and Metro Board Directors:

We write to support Agenda Item 28 on the January Regular Metro Board Meeting, approval of the Rail to Rail Active Transportation Corridor Project life-of-project budget (File #: 2021-0785). The University of Southern California has been following the development of Rail to River, and the Sol Price Center for Social Innovation has also provided research assistance to community groups on additional impacts of the project.

This 6.4-mile active transportation pedestrian and bicycle corridor will connect Southeast and South Los Angeles with high-quality transit, including the Crenshaw 'K' Line, Silver 'J' Line, and Blue 'A' Line. The Rail to River project is a significant project that will positively impact the sustainability and economy of the surrounding community in South Los Angeles. Through other collaborative efforts in the area, these projects will address the impacts of climate change; improve air quality and health outcomes; increase access to green space and urban greenery; produce career pathways; and provide for clean transportation options.

As one of the denser traffic corridors in Los Angeles, pedestrians and active transit users on Slauson Avenue have little infrastructure to support travel safety. The Rail to Rail project would improve safety conditions; construction would also enhance the environment due to the required soil remediation along the path, which is already underway. The overall project also aligns with Metro's Equity Platform, as the transformation of the right-of-way will expand economic opportunity for area residents. This includes the potential for greater connectivity to major economic hubs such as the Ports of Los Angeles and Los Angeles International Airport.

We applaud Metro's hard work in moving the project forward. We also wish to commend the various collaborators at the community, city, county, state, federal levels who have highlighted the importance of a multi-benefit project.

Thank you in advance for your consideration. We look forward to the future of the Rail to River project and its potentially transformative effects.

Sincerely,

Samuel Garrison  
Senior Vice President  
USC University Relations

Effie Turnbull Sanders  
Vice President  
USC University Relations

Cc: Stephanie Wiggins, Metro CEO  
Mayor Eric Garcetti  
Director Jacquelyn Dupont-Walker



City of Artesia | 18747 Clarkdale Avenue | Artesia, CA 90701  
OFFICE OF THE MAYOR

January 26, 2022

Dear Chair Solis:

I am writing to express support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Whittier Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As a member of the Gateway Cities Council of Governments (COG) and Eco-Rapid Transit, the City of Artesia has supported the construction of this transit line for Southeast Los Angeles County for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than Los Angeles County as a whole. Artesia residents suffer from poor air quality from traffic congested freeways in and near the City on a daily basis. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, I and my fellow corridor cities ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-inline federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line), and Regional Connector in other parts of Los Angeles

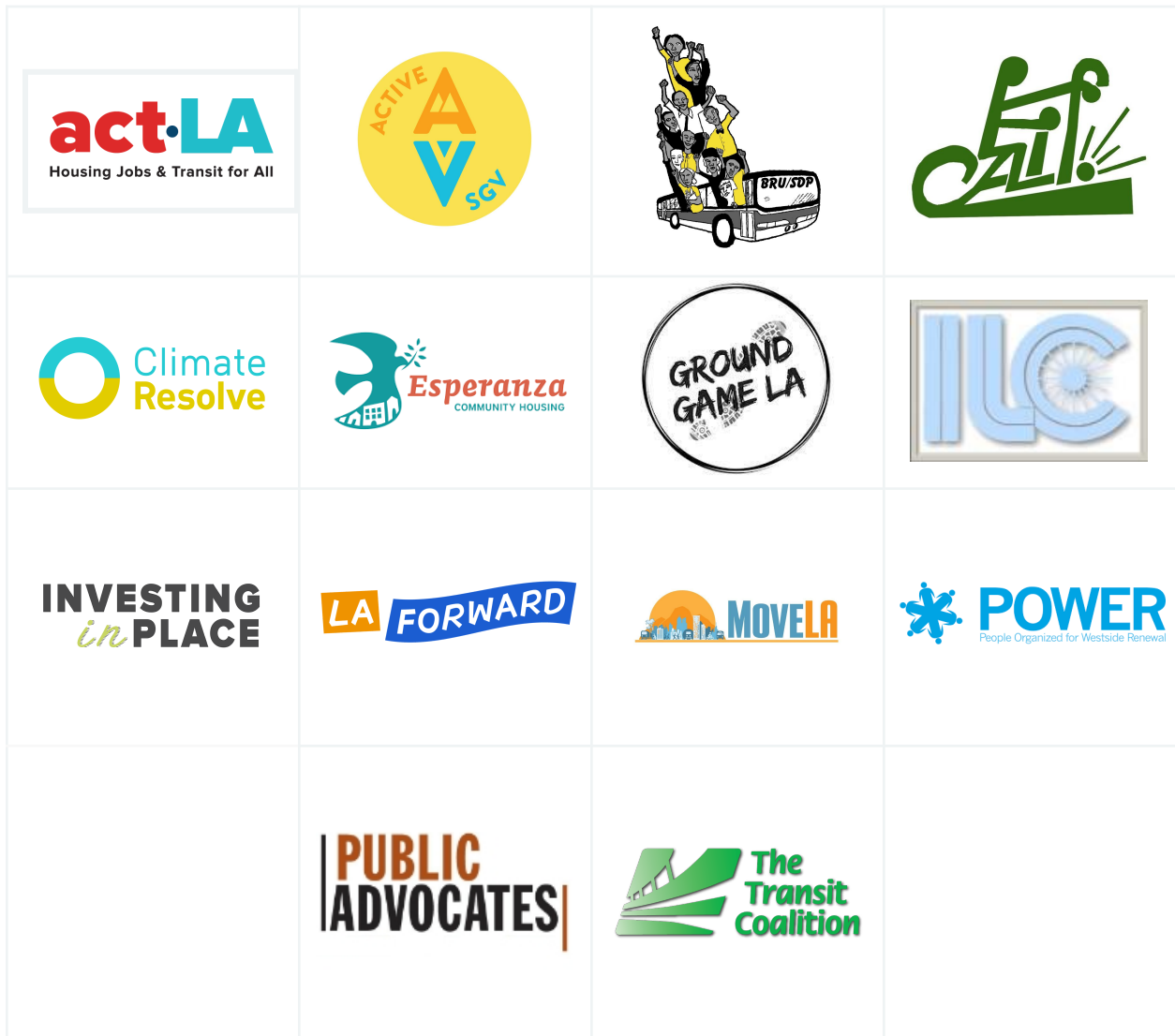
County. It is now time to secure these funds for the transit- dependent communities of Southeast Los Angeles County.

Please contact Karen Lee with the City of Artesia at [Klee@cityofartesia.us](mailto:Klee@cityofartesia.us) should you have any questions regarding this letter. Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa Ramoso". The signature is fluid and cursive, with the first name "Melissa" and last name "Ramoso" clearly distinguishable.

Melissa Ramoso  
Mayor of Artesia



**TO:** Metro Board of Directors and CEO Stephanie Wiggins  
**DATE:** January 18, 2022  
**RE:** Bus Operator Shortage

Dear Metro Board of Directors:

The COVID-19 pandemic has drastically altered the daily lives of people across the globe. For nearly two years, uncertainty has upended work and family routines, all while our community members have faced trauma and isolation during these trying times. It is no surprise that services like public

transportation have been asked to make difficult and demanding adjustments as well.

Throughout the pandemic, we, the undersigned individuals and organizations, have sought to balance patience with Metro as the agency moved to protect essential workers, such as Metro's bus operators and bus riders using transit to get to work at hospitals, grocery stores, and daycares, among others. We have shown up to tell Metro how service cuts impact riders who rely on good transit service. We have also thanked Metro's Board for listening to the outpouring of feedback and demanding a return to the pre-COVID service levels.

The latest staff report before the Metro Board suggests that Metro's promised service has fallen short. Despite the Board's assurances that service would be restored to pre-pandemic levels, riders have been left stranded as buses have failed to arrive according to schedule. The new report belatedly ratifies the anecdotal evidence that riders have been attesting for months: Metro is providing nowhere near the frequency of service that it promised the public.

With the current number of operator call-outs, Metro is not achieving the level of service promised in its timetable and the promise of NextGen. Now Metro is once again seeking to resolve the problem by potentially cutting bus levels of service.

We would like to express our opposition to a "right-sizing" plan that views frequent service as a problem to be solved with punitive cuts and transit austerity. Transit riders have continued to fight every day of this pandemic to keep Los Angeles moving. We deserve a transit system that will fight for us.

We are deeply concerned about what appears to be the lack of transparency in decision making, data sharing, and communications around levels of service. In March 2020, when COVID-19 began spreading, Metro canceled all committee meetings for the month, cut transit service, and instituted a hiring freeze across the agency in anticipation of significant revenue shortfalls.

For the next several months, community members and advocates attended every Metro Board meeting, sharing their experiences of long waits for buses, crowded buses where people were not able to socially distance, and

unreliable bus service. Month after month, the comments of bus riders were sidelined. Meanwhile, weekly ridership data from the American Public Transit Association showed LA Metro has suffered the least amount of transit ridership loss than anywhere in the country since the start of the pandemic<sup>1</sup>, and the four LA Metro countywide sales taxes - a significant revenue source - were nowhere near the low revenue projections that had been forecasted. In fact, revenues were significantly higher than anticipated. Additionally, the Federal Relief COVID packages brought billions of dollars in funds for transit operations. The last funding package, the American Rescue Plan, included at least \$1.24 billion in additional funding for LA Metro for the next two budget years. So if the funding was there, why is bus service still poor?

In January 2021, the Metro Board issued a motion directing staff to restore bus service to pre-COVID levels of 7 million revenue service hours by June 2021. However in February 2021, Metro staff pushed back on the Metro Board's recommendation citing the bus operator shortage and the delays caused by the hiring freeze - which had not been lifted until January 2021.

According to the [January 20, 2022 staff report on operations ridership and hiring](#):

- Pre-pandemic bus service cancellation averaged about 1-2%,
- But now bus service cancellations are currently trending at about 10-15%.

With funding in place, and the Metro Board committing to restoring bus service, why is the bus operator shortage still so severe one year later, and why is there no regional hiring strategy to methodically address the operator shortage?

As representatives of a broad coalition of transit advocacy groups, community leaders, policy analysts, and bus riders, we are hopeful that the Board of Directors will give serious consideration to the requests for information and transparency to inform and expand the conversations and input towards improving Metro's bus service.

- 1. Resume back door boarding and suspend fare collection immediately** to reduce deaths and severe illness of bus operators and

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<sup>1</sup> <https://transitapp.com/apta>

riders from the Omicron variant, which is projected to overwhelm California hospitals before the end of January and [reach peak transmission in California in 4-6 weeks](#), until the Omicron infection surge subsides, a suggested metric could be when COVID transmission levels are no longer substantial as defined by the CDC.

2. **Direct the** Metro CEO to resume back door boarding and suspend fare collection temporarily to protect bus operators and riders if future COVID infection surges occur.

### **3. Provide information on labor, contract improvements, and rail operations**

- a. Since there has been low enrollment for new bus operators, what is being done to restructure the job (pay rate, contract issues, hours).
- b. What takeaways are coming up that will inform labor goals with the new Bus Operator contract being developed now?
- c. What is Metro doing to increase the rate of retention of its bus operators?
- d. What is the path to full time employment?
- e. What are the changes being made to the training process? [This tweet calculated that the current rate of training will only graduate 299 operators per year \(so fewer net drivers added, since some leave the driver job\).](#)

### **4. Provide Data: Bus operator call outs**

- a. Breakdown of bus operator call outs by division from April 2020 - Present and monthly reports thereafter
- b. Provide insight on how much of the ongoing operator shortage now is from covid-related absences vs burnout-related attrition. Ideally this would be a chart going back to 2019. COVID leave, sick, vacation, workers compensation, disciplinary, other.

### **5. Provide Data: Scheduled vs. actual bus service**

- a. Data on scheduled vs Actual Bus Service from April 2020 - Present and monthly reports thereafter
- b. A log of canceled service by route from April 2020 - Present and monthly reports thereafter

**6. Provide Data: Stop level analysis of bus ridership**

- a. Analysis of neighborhoods that saw high ridership (less than a 50% drop) during April 2020 - Present. We have heard anecdotally that some bus lines/stops have sustained ridership even in the early months of COVID-19. These potentially indicate key transit areas that require additional resources. To date, Metro has not released this data. Metro has only released line by line totals which make it impossible to see key clusters given the fact many Metro Bus Routes are over 10 miles long.

**7. Provide information on management practices: Hiring freeze**

- a. A better understanding of why the hiring freeze was not lifted earlier to identify the structural issues in the Transit Operations department that need to be addressed in order to ensure strategic planning and leadership for high quality service.

**8. Provide information on management practices: Canceled bus runs**

- a. Description of the process of how it is decided what bus runs are canceled and which ones are not. And, when operators are available, how/when/if cancelled runs are backfilled with extra board operators. And in terms of bus maintenance, are all canceled runs due to lack of operator availability or are there runs canceled due to lack of ready buses/buses out to preventive or non-routine maintenance?

**9. Provide information on stop gap measures:**

- a. What can be done now to improve management of operator call-outs without cutting bus service?

**10. Provide information on funding: Federal ARPA dollars**

- a. With the ARPA stimulus funds granted to Metro last week (they are not in the FY22 budget), and sales tax revenues coming in above expectations, what are Metro's plans to spend the additional revenue to address these issues (as either part of FY22 mid-year budget revision or for the FY23 budget)?



For any questions, please feel free to contact Jessica Meaney at [jessica@investinginplace.org](mailto:jessica@investinginplace.org) or 213-210-8136.

Sincerely,

**Individuals**

AnneTobin  
Bill Lam  
Carrie Madden  
Christopher Ahuja  
Chih-Wei Hsu  
Cynde Soto  
David Michel  
Dorothy Wong  
Erik Abriss  
Gregory Wright  
Hank Fung, Metro Community Advisory Council Chair (for identification purposes only)  
Jiyoung Carolyn Park  
Lorenzo Mutia  
Lyndsey Nolan  
Muriel Nacar  
Stephen Jones  
Virginia Wexman

**Organizations**

Active San Gabriel Valley  
Alliance for Community Transit - Los Angeles  
Climate Resolve  
Communities Actively Living Independent & Free (CALIF)  
Esperanza Community Housing  
Ground Game LA  
Investing in Place  
LA Forward Action  
Labor Strategy Center - Bus Riders Union  
Move LA  
People Organized for Westside Renewal (POWER)  
Public Advocates Inc.

The Independent Living Center of Southern California  
The Transit Coalition



January 27, 2022

Honorable Hilda Solis  
 Chair, Los Angeles County Metropolitan Transportation Authority

Ms. Stephanie Wiggins  
 Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority  
 One Gateway Plaza  
 Los Angeles, CA

*Via Public Comment*

*SUPPORT: File #: 2021-0785 Rail to Rail Active Transportation Corridor Project*

Dear Chair Solis and CEO Wiggins:

On behalf of the public, private, and community-based organizations that comprise the federally-designated South Los Angeles Promise Zone, we write to express our support for the approval of the Rail to Rail Active Transportation Corridor Project (File #: 2021-0785), agendaed as Item 28 on the January 27, 2022 Metro Board of Directors Meeting.

Originally proposed in 2012 and scheduled for completion by 2019, the Rail to Rail Active Transportation Corridor project is a 6.4-mile active transportation, pedestrian, and bicycle corridor that will connect Southeast Los Angeles and South Los Angeles with high quality mobility options to the Crenshaw ‘K’ Line, Silver ‘J’ Line, and Blue ‘A’ Line. This shovel-ready community-focused investment is fully designed and CEQA-approved, and has leveraged all available public funds, including a \$15 million

USDOT TIGER (Transportation Investment Generating Economic Recovery) Grant<sup>1</sup>; an \$8.3 million Active Transportation Program Grant; an \$8.2 million LA County Measure W Grant for stormwater runoff; and an important investment by the City of Los Angeles of \$30 million for essential public right-of-way improvements.

The completion of the Rail-to-River Active Transportation Corridor project is key to implementing equity-focused and community-driven projects in South Los Angeles and plays a foundational role in supporting the collaborative work to bring the South Los Angeles Climate Commons<sup>2</sup> and Slauson Corridor Transit Neighborhood Plan to fruition. Working in concert, these projects will address the impacts of climate change on frontline communities; improve air quality and health outcomes; increase access to green space and urban greenery; create affordable housing and opportunities for community land trusts; produce career pathways; provide for clean transportation options; and mitigate the risk of displacement.

We want to express our gratitude to the leadership and staff at Metro who worked for years on ensuring this project is built. We would also like to uplift the efforts made by our Federal, State, County of Los Angeles, and City of Los Angeles representatives and their staff to move this project forward.

We hope now to work with Southeast Los Angeles communities, the Gateway Cities COG, and the West Santa Ana Line Branch project, the Eco-Rapid Transit Coalition to complete Segment B of the planned project and connect Rail-to-Rail to the L.A. River. This represents a tremendous opportunity to create regional connectivity with a safe and zero-emissions first/last mile option for Southeast and South LA businesses, yielding greater economic activity for these communities and a great number of minority owned businesses.

With Rail-to-River, we can “Build Back Better” with high-quality jobs and climate resilient infrastructure. Now, more than ever, we must intentionally invest in clean transit infrastructure in Southeast and South LA, which will address historic inequity and climate change. We thank you for your leadership and wholeheartedly support this motion.

Sincerely,

Zahirah Mann  
President and CEO  
SLATE-Z

Mark A. Wilson  
President and CEO  
CRCD  
Co-Chair SLATE-Z Executive  
Committee

Veronica Melvin  
President and CEO  
LA Promise Zone  
Co-Chair SLATE-Z Executive  
Committee

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<sup>1</sup> See <https://www.metro.net/projects/r2r/project-area/>.

<sup>2</sup> The coalition— collectively known as the South LA Climate Commons—consists of several community-based organizations and LA City and County partners across the Los Angeles region, such as: Strategic Concepts in Organizing & Policy Education, Brotherhood Crusade, Los Angeles Neighborhood Land Trust, Strategic Actions for a Just Economy, T.R.U.S.T. South LA, Community Coalition, CD Tech, Enterprise Community Partners, Tree People, City of LA Planning Department and support from Metro. The coalition received a Transformative Climate Communities Planning Grant from the Governor’s Strategic Growth Council. See <https://www.southlaclimatecommons.org/>.

Eli Lipmen  
Director of Programming &  
Development  
Move LA  
Co-Chair SLATE-Z Transit  
Committee

Benjamin A. Torres  
President and CEO  
CDTech  
Co-Chair SLATE-Z Advocacy  
Committee

Miranda Rodriguez  
Deputy Director  
LISC-LA  
Co-Chair SLATE-Z  
Advocacy Committee

Leslie Cooper  
Vice President of  
Organizational Development  
Community Coalition  
SLATE-Z Executive  
Committee Member

Carolyn Fowler  
Government Affairs Advisor,  
LAUSD Board District 1  
SLATE-Z Partner

Sharon Shelton  
Chief Operating Officer  
YWCA Greater Los Angeles  
SLATE-Z Partner

Tafarai Bayne  
Chief Strategist  
CicLAvia  
SLATE-Z Partner

Andres Ramirez  
Executive Director  
People for Mobility Justice  
SLATE-Z Partner

Edgar Campos  
Executive Director  
T.R.U.ST South Los Angeles  
SLATE-Z Partner

Tori Kjer  
Executive Director  
LA Neighborhood Land Trust  
SLATE-Z Partner

Eli Kaufman  
Executive Director  
Los Angeles Walks  
SLATE-Z Partner

Kevin Shin  
Deputy Director  
LA County Bicycle Coalition  
SLATE-Z Partner

Maria Patiño Gutierrez  
Director of Policy & Research  
SAJE  
SLATE-Z Partner

Manny Gonez  
Director of Policy Initiatives  
Tree People  
SLATE-Z Partner



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

January 25, 2022

The Honorable Hilda L. Solis, Chair,  
Members of the Metro Board of Directors  
Los Angeles County Metro  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Re: Resumption of Fare Collection

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes. They also offer monthly opportunities for the public to engage with Metro about bus service, policies, and programs. Over half (54%) of all of Metro's bus ridership occurs on routes that cross or pass through the Westside Central Service Region.<sup>1</sup> Many bus riders depend on Metro for transportation on a daily basis. Eighty-five percent of bus riders surveyed do not regularly have access to a car.<sup>2</sup> Sixty-six percent of Metro bus riders identify as Latinx and 15% identify as African American.<sup>2</sup> The median household income of Metro bus riders is \$17,975.<sup>2</sup>

At our January 13, 2022 meeting, the Westside/Central Service Council (WSC) received reports on the Metro LIFE Program and monthly regional service activity. Based on both discussions, the Council adopted a motion to formally commend Metro staff and Board of Directors on the expansion of the LIFE Program. Additionally, the Council discussed at length the potential impacts to bus riders resulting from the resumption of fare collection and front-door boarding that went into effect on January 10, 2022.

The Westside Central Service Council expressed concerns about the resumption of these practices due to the current COVID-19 surge. The Westside Central Service Council recommends that in light of the rise in COVID-19 infections and hospitalizations affecting workers throughout LA County, including Metro bus drivers and riders, that the Metro Board resume all-door boarding procedures and suspension of fare collection on buses until such time that:

1. COVID-19 hospitalizations in LA County are below 1,000 beds and;
2. The LIFE Program can resume in-person outreach and program registration.

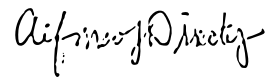
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<sup>1</sup> See p. 4 "WSC Weekday Bus Ridership" table, Metro Regional Bus/Rail Overview: Westside/Central (November 2019)

<sup>2</sup> See 2019 Metro Customer On-Board Customer Satisfaction Survey (Conducted October-November 2019)

Our Service Council will continue to work with Metro to address community transportation concerns and improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfonso Directo, Jr.", written in a cursive style.

Alfonso Directo, Jr.  
Chair, Westside/Central Service Council

cc: Stephanie Wiggins

# California State Senate

STANDING COMMITTEES  
ENERGY, UTILITIES  
AND COMMUNICATIONS  
ENVIRONMENTAL QUALITY  
HEALTH  
JUDICIARY



SELECT COMMITTEE  
CHAIR, PORTS AND GOODS  
MOVEMENT

SPECIAL COMMITTEE  
PANDEMIC EMERGENCY  
RESPONSE

**SENATOR LENA A. GONZALEZ**

THIRTY-THIRD SENATE DISTRICT

SENATE MAJORITY WHIP  
CHAIR, SENATE COMMITTEE ON TRANSPORTATION

January 27, 2022

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

Dear Metro Board of Directors:

As the State Senator proudly representing California's 33rd District, which includes the South East Los Angeles region, I write to urge the Metro Board of Directors to adopt a motion that declares the full West Santa Ana Branch project be deemed complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

Our South East Los Angeles residents have had limited transportation options for far too long. Currently, there are no rail lines/routes available that provide a continuous transit option and connect the cities and communities along this corridor. Instead, this corridor is serviced by busses that run primarily along a heavily congested freeway. For decades, these residents have been severely underserved with limited transit options and are disproportionately impacted by industrial pollution and traffic congestion.

The West Santa Ana Branch is a critically needed transit project that will increase mobility, connectivity, and opportunities for our historically underserved communities. As State budget discussions and negotiations progress, I will continue to advocate for the West Santa Ana Branch project as a critically needed priority for the state and the region. If you have any questions regarding my support, please do not hesitate to contact my office at (562) 256-7921.

Sincerely,

A handwritten signature in black ink, appearing to read "Lena Gonzalez".

Lena Gonzalez  
Senator, Senate District 33

CAPITOL OFFICE  
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SACRAMENTO, CA 95814  
TEL (916) 651-4033  
FAX (916) 651-4933

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HUNTINGTON PARK DISTRICT OFFICE  
3355 E. GAGE AVENUE  
HUNTINGTON PARK, CA 90255  
TEL (323) 277-4560  
FAX (323) 277-4528





January 26, 2022

***ITEM NEEDS MORE CONSIDERATION: Item #43: Operations Transparency and Safeguarding Motion***

Dear Board of Directors:

We write to ask you give more consideration to *Item #43: Operations Transparency and Safeguarding Motion on the January 27 Regular Board Meeting Agenda*.

Many of the laudable efforts supported by this Board in the past few years may be in jeopardy due to the ongoing bus operator shortage. Metro cannot fully implement the NextGen Bus Plan without a well-trained and healthy workforce, and an electrified bus fleet will be meaningless without trained operators who can drive those buses and reliable service for riders who depend on transit service.

We implore the Metro Board to focus your attention over the coming months to both the immediate need and structural changes necessary to ensure that we have a well-trained, well-paid, healthy, and well-treated transit workforce now and into the future.

Just this week, [CalMatters published a report](#) on how the transit workers shortage is rippling through the California economy. Transit workers are on the frontline of the pandemic and transit systems are critical for employees, especially lower-wage workers to get to work. Transit workers are calling out in record numbers, not just because they are getting sick but because they are overworked from having to cover shifts as operators leave the industry or call out, or are being abused by the very riders who rely upon their health and well-being.

In response, transit agencies [across the State](#) are cutting service, offering signing bonuses for new recruits, and increasing low starting wages and benefits that only apply to full-time operators. While COVID has exacerbated the shortage, this is an issue that pre-dates the pandemic as the contract has limited flexibility for its workers who increasing face childcare, affordable housing, and health challenges.

[Move LA has joined other local groups to call for changes to the way that bus operators are treated and compensated](#) as well as transparency around contracts and shortages, service levels, call outs, management practices, resumption of back door boarding, and more. However, we believe that Metro should consider several other options including:

1. Establishing an internal Task Force and a standing item on the Operations Committee Agenda to come up with structural changes and continue oversight of this issue.
2. Encourage Metro Board members to visit bus yards, speak directly with transit operator and take a ride on their route to hear about the challenges they face.
3. Consider benefits like childcare and housing subsidies, gym memberships, and other benefits that help address affordability issues related to the pandemic, health issues related to long, sedentary work hours, and childcare challenges related to COVID.
4. Offer operators not just a recruitment incentive but a retention incentive, especially to those who have stayed with the agency for a certain period or simply as 'hero pay' during the pandemic.
5. Address the strain on the maintenance staff who are being impacted by the level of wear and tear on the buses due to the housing and homelessness challenges we face.
6. Resume back door boarding immediately to reduce deaths and severe illness of bus operators and riders from the Omicron variant, which is projected to overwhelm California hospitals before the end of January and reach peak transmission in California in 4-6 weeks, until the Omicron infection surge subsides. Empower the Metro CEO to resume back door boarding temporarily to protect bus operators and riders if future COVID infection surges occur; a suggested metric could be when COVID transmission levels are no longer substantial as defined by the CDC.

Yours in transit,



Eli Lipmen  
Move LA



Denny Zane  
Move LA

LACMTA Board of Directors, Aranello Associates:

COMMENTS ON WEST SANTA ANA BRANCH (WSAB) for PREFERRED ROUTE SELECTION

RE: **Choosing a Preferred Route from your 4 Alternative Routes? Can't be done! Why?**

A.) **ALL ALTERNATIVES ARE A FAILURE; EVERY ONE OF THEM FALLS FAR SHORT OF THE STATED DESTINATION: "SANTA ANA",** WHERE OCTA's "O.C. STREETCAR" WILL BE WAITING! FIX THIS! WITHOUT LINKING THESE 2 PROJECTS, WHICH THE PUBLIC WANTS, BOTH ARE AT RISK OF FAILURE! Too short on its own, the OC Streetcar is most like a stunted developer's toy (like L.A.'s Grove or Glendale's Americana) failing to exploit rail's advantages much (rush-hour proof, long straight lines of travel). And WSAB's southeast end falls short of any major trip generator, crushing ridership! It's not your fault OCTA dissed using LACMTA-compatible light rail specifications even though we pleaded (same electrical voltage, same car width, same platform heights (that can be dual: curb-low-center sections for O.C. w/ LACMTA-height ends) to allow interlining, 2nd-sections, or even through-cars)... OCTA's selected manufacturer (Siemens) knows how, since they've built light rail cars for LACMTA before! **CONNECT BOTH DOWNTOWNS: LOS ANGELES & SANTA ANA; RIDERS WANT THAT; DON'T FALL SHORT!**

B.) **ALL ALTERNATIVES SENSELESSLY BLOW MONEY ON ROLLER-COASTERING GRADE SEPERATIONS UNDER & OVER STREETS! STOP IT; SAVE HUNDREDS OF MILLION DOLLARS FROM METRORAIL BUDGETS SKIPPING STAIRS & ELEVATORS, OR BUILD MORE MILEAGE FOR THE SAME AMOUNT OF CAPITAL, & DRAMATICALLY SHORTEN CONSTRUCTION TIMES! BUILD GRADE CROSSINGS FOR METRORAIL INSTEAD** that delays auto traffic very little (seconds!) prioritizing a rush-hour-proof ride for HUNDREDS OF PEOPLE AT A TIME IN SECONDS (4 blocks-worth of cars or half a dozen buses can *never* match that performance!) **FACT: RAIL AT-GRADE IS THE MOST EFFICIENT FORM OF SURFACE TRANSPORTATION, PERIOD!**

C.) Dissecting The Four unfortunate Alternatives:

Your Alternative 1.'s **IS THE MOST DIRECT/ FASTEST AT THE NORTH END, WITH THE BEST STATION-PAIRS; It could have been the best of all; EXCEPT YOU BURIED IT LIKE A SEWER (@ A BILLION DOLLARS PER MILE! = LACMTA'S OWN NUMBERS!)** in extremely toxic ground, too near the river! Tests reveal long-term pollution -Hydrogen Sulfide the worst of it- all around underground south of Union Station, making subway stations unsafe **AND YOU KNOW IT!** Take Down First-Five & the Mosaic Snipers Apartments (*rebuild them somewhere Far Away!*) **TO RETAKE L.A.U.S.' WEST SURFACE PARKING LOT FOR LIGHT RAIL & BUSES = fantastic!** CONTINUING AT-GRADE SOUTH ON ALAMEDA (Center or Eastern edge) **Restoring rail's historic alignment to Washington!...** (either ENTERING THE BLUE LINE THERE, WHERE AN EXISTING SWITCH ALREADY WAITS, or keep on Alameda south until joining the Blue Line at Slauson... **DO NOT LEAPFROG ALONG SECONDARY-MAIN LINE UNION PACIFIC & SALT LAKE** to get out of the way of freight lines, but continue south from Blue to Green Line (via a new double-track turnout switch) then branch off the Green Line to send the WSAB to Santa Ana. Saving hundreds of millions, this would be a faster trip than the Blue Line (transfer) itself to reach Union Station!

Your Alternative 2. **IS PROBABLY THE WORST ALTERNATIVE OF THE 4:** The north end of its route swerves west to 7th x Metro, WHERE IT DIES IN A RIDERSHIP-REPELLING FORCED WAIT & MODE-TRANSFER; because trains would fail to take the Downtown Connector! Mid-route, it leapfrogs back & forth over the Secondary Main Line Union Pacific/ Salt Lake tracks to avoid fouling active sidings, an ugly

graffiti magnet, a senseless, massive expense! No money could be saved to finish the line to the OC Streetcar & Santa Ana.

Your Alternative 3. **starts with a ridership-repelling forced transfer** from the Blue Line, focused on the mid-route leapfrogging back & forth over the Secondary Main Line Union Pacific/ Salt Lake tracks to avoid sidings, fouling it with massively ugly, senseless, pricey grade separations that are graffiti magnets! Far better to keep WSAB light rail trains on the Blue & Green Lines... BUT giving the Slauson route back to Main Line mode passenger trains (& whose western end used to reach LAX airport & could again for rush-hour-proof main-line FlyAway trains, and whose eastern end could be rebuilt to Brea or beyond!).

No matter who the final operator would be, MetroLink was born to do this conversion; all LACMTA needs to do (but refuses!) is pay them: To convert Main Line rail to interline passenger with freight. STARTING WITH AN APPLICATION TO CALIFORNIA PUBLIC UTILITIES COMMISSION, **METROLINK COULD HAVE PASSENGER TRAINS RUNNING ON EXISTING TRACK IN WEEKS NOT DECADES, upgrading tracks incrementally at a fraction of the cost of starting over!** Initial equipment could be an FRA-locomotive-crash-standards-compliant diesel (DMU), easily retrofitted for carbon-free fuel cell or battery power. Surplus MetroLink equipment could get fitted for electrified overhead (ElectroLink concept per Paul Dyson), can tow future High Speed Rail into LAX (Please study the illustrations in the excerpts on the next 2 pages!)

**NONE OF THIS IS PIE-IN-THE-SKY OR EXOTIC TECHNOLOGY! ALL OF IT COULD BE USED FOR MASS TRANSIT SERVICE ON IMPROVED EXISTING/ RENEWED MAINLINE RAIL A.S.A.P., WHICH WOULD DELIVER EXPANDED PASSENGER SERVICE IMMEDIATELY ON ALL UNION PACIFIC/ SALT LAKE FREIGHT PORTIONS OF W.S.A.B.'s MAIN LINE ALIGNMENT (HUNTINGTON PARK, BELL, SOUTHGATE... WITH TRANSIT SERVICE- AT A FRACTION OF THE COST! THAT COULD GO ON TO BREA! TO DISNEYLAND! TO AIRPORTS LIKE LONG BEACH & LAX. NOW INSTEAD OF BLOWING A FORTUNE LEAPFROGGING OVER IT WITH LIGHT RAIL! A real tragedy here is former LACMTA CEO Phil Washington came here from metro Denver, CO which has E.M.U. service, Washington would've been an ideal experienced leader to implement E.M.U. here!**

Your Alternative 4. **IS CLEAN, & LEAST-WORST, & COULD EASILY BE IMPROVED**

**Though it is shortest, if LACMTA allowed the money Alt. D saves to be re-deployed to the southeast end to tie into the OC Streetcar, it could easily reach DTSanta Ana & its Amtrak Station!**

**~100% of it is new unduplicated construction, all expanding MetroRail's route network un-served today!**

No money is wasted leapfrogging over sidings on Union Pacific & Salt Lake Secondary Main Line rail! when heading northwest from Santa Ana, it should switch onto the LACMTA Green Line toward LAX, then switch onto the Blue Line into Union Station...

some WSAB trains could m.u. to Blue Line trains there to keep headways looser, & reduce Operators needed.

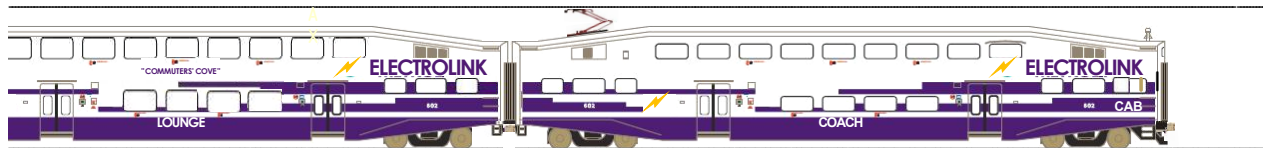


# TRASHED CORRIDOR STILL PRIME FOR ELECTRIC TRAINS; PART 1: SLAUSON-LAX PORTION OF HARBOR SUB ROUTE

by GreenLight Transit

From the Crenshaw corridor's southernmost subway, where Los Angeles County Metropolitan Transportation Authority (LACMTA) punched a hole in the middle of it for a Crenshaw Line tunneling's headframe... to Vernon's Malabar Yard (Class I BNSF still serves)... the "Slauson Corridor" portion of the ex-Santa Fe/ BNSF Harbor Subdivision (a.k.a. Harbor Sub) is still mostly intact for passenger rail service, & wide enough to accommodate double track (24 ft. wide right-of-way) + power poles for overhead power (add 3ft. more). Though more difficult now, MetroLink

was born to do this, & could still begin its conversion to passenger rail service mostly-at-grade after an application to the Federal Railroad Administration (FRA), no matter what agency would be the final operator. Initial equipment could be A) off-the-shelf Diesel Multiple Units (DMU) from U.S. Railcar; when A), C), D) Source: U.S. Railcar catalogue, [usrailcar.com](http://usrailcar.com) the time comes, without scrapping it, propulsion is rebuilt to truck-mounted electric motors (replacing U.S. Railcar's diesel & hydraulics), a pantograph retrofit for use where electric overhead is complete & storage batteries where & when it isn't. Or B) Adding-on to the small fleet order for main line compatible self-propelled Stadler FLIRT H2- A DMU initially, to start San Bernardino County Transportation Authority's (SBCTA)'s "Arrow" service to Redlands. The diesels can be removed, replaced by batteries that can be recharged by pantograph mid-line, or converted to H<sub>2</sub> fuel cell. C) MetroLink's surplus Bombardier's cab cars could be returned to service as "ElectroLink" Multiple Units by motorizing their trucks, installing control stands, rooftop pantographs ^ B) (a somewhat different Flirt sub-model shown) v C), D), F). (Concept of ElectroLink by RailPAC's Paul Dyson)



Neighboring underutilized industrial buildings at BNSF's Malabar Yard east end could be used for storage, & is suitably zoned for a Maintenance facility. As MetroLink Engineering's now-retired-&-moved-away Mike McGinley pointed out after the Harbor Sub's acquisition: if only LACMTA would pay & just let MetroLink begin service (like in 1994: MetroLink stations stuck years on the drawing board, were instantly completed after 1994's Northridge Earthquake!)



C) HSR & FlyAway images (below) modded x GreenLight Transit.

The future looked bright for the most-obvious LACMTA freight & passenger opportunity to reach the Harbors, after it began buying pieces of the underutilized Santa Fe Harbor Sub as intact, active, main line, & even undertook an Alternatives Analysis (AA) study (2008-2009) with Public Scoping to study its future as a whole. (At that time your reporters asked LACMTA's Consultants about the AA's incoming results; & were told they had "been hearing a lot about this mode (Electric Multiple Unit (EMU)) from the public" during the AA...!) But No!; snatching defeat from the jaws of success, LACMTA never paid MetroLink to begin -or even study- incremental upgrades for all/any part of the line, for main-line DMU/EMU passenger rail! Incredibly, the (in)decision of LACMTA was to blow off the entire Harbor Sub Study until 2028- to suffer 'the death of 1,000 cuts' (greenlighting the Crenshaw Line out of order), to leave 1,000 useless pieces.

Rather than mode-sharing this valuable right-of-way, LACMTA squandered this mid-section of the Harbor Sub by senselessly rollercoasting Crenshaw (ramping tracks up & down between at-grade & neighborhood-severing graffiti-

attracting "Chinese Walls" with solid earth fill between).

How to fix this? Redoing mode sharing on the right-of-way west of Crenshaw to LAX can still be done, though undoing LACMTA's damage will cost much more now (yet still far less than clearing new right-of-way, or tunneling)...: Returning Mainline DMU/EMU to grade, the Crenshaw Line light rail staying elevated above it on simple bridge spans (gaining free catenary supports for EMU underneath!) Then west from Century x Aviation, to get all rail riders within easy walking distance of LAX Air-gates without transfers; A) say every 3rd Light rail train (with "LAX" headsigns) would make an elevated stop or two above Century for Airtels' upper floors, then take an elevated structure inside LAX's courtyard (deleting the timewasting PeopleMover transfer)... Mainline rail takes a tunnel under Century to an open-top terminal inside LAX under its courtyard, sharing tracks with C) ElectroLink EMUs replacing most FlyAway Buses stuck in LAUS-to-LAX traffic, shared with C) Dual powered Electric+Diesel loco-hauled "Flight Liner" trains- the right-tech to replace wrong-tech "SCAG-lev" plan (1999-c.2013?) connecting SoCal airports. D) offer time-windows for 2-3 thru-cars of Amtrak Long-Distance trains at LAUS-to-LAX (Sunset Ltd., Coast Starlight, Southwest Chief)(+CalTrans' SurfLiners & Coachella trains) F) offer to bracket California High Speed Rail trains for no-transfer LAUS-to-LAX "Missing Link" service (like Heathrow's Gatwick Express, per Roger Rudick), G) offer rush-hour-proof rail-hauled Mail & Express package service (M&E) from air freighters' terminals (LAX's south side along Imperial Blvd.) to the re-purposed old Post Office Annex next to LAUS. H) Rebuild the rest of the Harbor Sub for rush-hour-proof Mainline Passenger and M&E trains, ElectroLink EMU's or pulled at commuter speeds by MetroLink... offer Pacific Harbor Lines (already off to a good start with hybrid battery locos) the South Bay, LAX-to-Ports', and M&E trains...

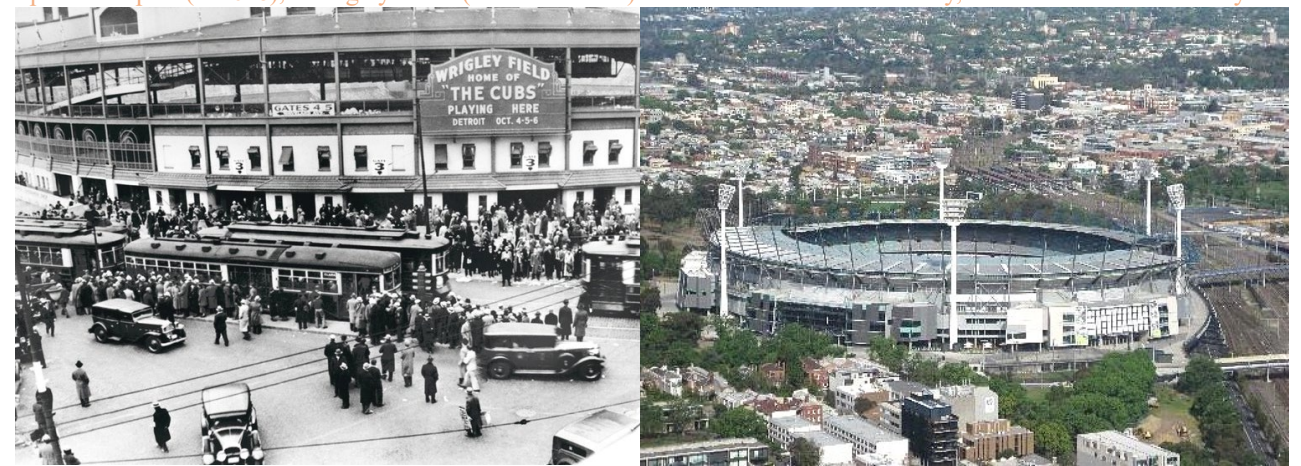
Letting Union Pacific remove an at-grade Harbor Sub diamond under the Blue Line's Slauson station, LACMTA's latest Plan for the Slauson corridor east of Crenshaw is to forever de-rail it for a bikeway... & to add insult to injury, dumped soil borings from Crenshaw's political tunnel (unwarranted by geography) + other random debris on top of Slauson's tracks! We'll map LAX/Harbor Sub-related electric railway opportunities, both wasted & waiting, in future [Timepoints](#).

What did Hollywood Park service used to look like on the LARy 5-Line? Metro's Library & Archive has ~2 dozen Alan Weeks photos:



"LATL 5 Line Car 1439 at Arbor Vitae St. Lineup" "LATL 5 Line Cars at Race Track" "Race Track Lineup Arbor Vitae"

What is SOFI supposed to look like? When mass transit access is prioritized to reach a major stadium or multi-stadium complex? 2 right answers: from Chicago (Surface Lines to the front door) (l.), & (r.) Melbourne, Australia's Cricket Ground & Sports Complex (in 2016); wide gray swath (mid.-to-lower r.) around stadiums isn't a freeway, it's a multi-track station & yard:





January 2022,

The Honorable Hilda Solis  
Metro Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles CA 90012

Dear Supervisor Solis,

My name is Leonard Hamilton, Project Director for the Nevada MBDA Business Center. I am writing you to express my support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 program.

The Nevada MBDA Business Center is funded by the Minority Business Development Agency (MBDA). We are an entrepreneurially focused and innovative organization, committed to empowering minority business enterprises for the purpose of wealth creation in minority communities. Consider the positive economic and social impact this project will have on the effected communities. It is important that disadvantaged residents share in the community development process. You can make this a reality. Nevada based MBE's would appreciate the opportunity to contribute to the development of the corridor by partnering / joint venture with local contractors.

While we understand the necessity of building this line in segments. Do not delay planning and construction, commit to building this entire project as soon as possible so we can build it and ride it. We look forward to working together to make the one-seat ride from Artesia to Union Station a reality for our community.

Leonard Hamilton  
Project Director  
Nevada MBDA Business Center  
555 Maryland Parkway  
Las Vegas Nevada 89101







Phone: 480-310-2326  
Email: [sbhatt@rishaank.com](mailto:sbhatt@rishaank.com)  
Web: [www.rishaank.com](http://www.rishaank.com)

January 19, 2022

The Honorable Hilda Solis  
Metro Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles CA 90012

Dear Supervisor Solis,

I am writing to you to express my support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 program.

As the founder of Rishaank, LLC., an information technology firm based in Arizona and serving multiple states, the ongoing development of WASB Transit Corridor Project is critical. For business purposes, I have travelled public transit lines in the WASB areas and have seen firsthand the absolute dire need for the metro rail system. Once complete, and throughout development phases, there will be an increase in economic development activities, allowing for higher paid job creation, new business formation, and additional investments/cash-flow opportunities which will help improve the areas.

I am personally committed to assisting those in the areas who are underserved, underrepresented, and underprivileged with IT training and placement services, so they can contribute to the workforce development efforts with higher end salaries. I ask that you contact me at (480) 310-2326 or [SBhatt@rishaank.com](mailto:SBhatt@rishaank.com) should you have any questions.

Kind Regards,

A handwritten signature in blue ink, appearing to read 'Sandeep N. Bhatt', is written over the typed name.

Sandeep N. Bhatt  
Principal and Founder  
Rishaank, LLC

2715 E. Dennisport Ave  
Gilbert, Arizona 85295



**MAYOR ROBERT GARCIA**  
CITY OF LONG BEACH

January 27, 2022

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

**Re: Support for Items 9 and 10 — Recommendation to adopt motions to expedite the West Santa Ana Branch project completion**

Dear Metro Board of Directors,

On behalf of the City of Long Beach, I fully support the pursuit of an accelerated construction of individual project components and accelerated funding for the locally preferred alternative for the West Santa Ana Branch (WSAB) project so that the project is complete prior to FY 33. Further, I support the completion of this project as a public-private partnership.

The West Santa Ana Branch Transit Corridor project is a 19-mile light rail transit project that will connect southeast Los Angeles County, including Long Beach via the Blue Line connection to downtown Los Angeles. As a member of the Metro Board of Directors, I was a strong proponent of this project along with Supervisor Hahn, and continue to support the project now. The West Santa Ana Branch project is a critical project for southeast Los Angeles, Long Beach and the entire region.

I strongly support the addition of new and sustainable forms of transportation such as this project. Mass transit in southeast Los Angeles County is critically lacking, while the need for affordable and sustainable transportation for our residents continues to grow.

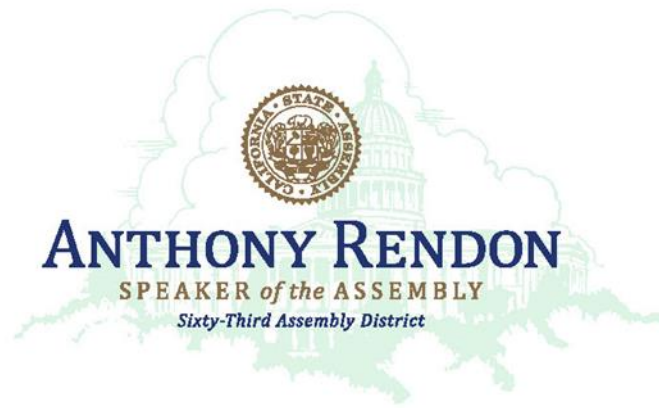
As the economy recovers from the COVID-19 pandemic, it is important we re-evaluate and modernize the way in which our cities and communities are connected. I welcome the opportunities this project brings and strongly support Items 9 and 10 on today's agenda.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Garcia".

Mayor Robert Garcia  
City of Long Beach





January 27, 2022

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

RE: West Santa Ana Branch Locally Preferred Alternative

Dear Honorable Members of the Metro Board:

I have several reasons for writing to urge passage of staff recommendation to build the Santa Ana Branch line from Artesia to Slauson.

I spent many hours on buses in the region as a young adult, trying to get ahead. My personal experience informs my conviction that the communities of Southeast LA have been neglected and are overdue for a transit line of this sort.

On top of that, I have my experience as the elected representative of these communities. I have seen how they have long been underserved in so many ways - educationally, environmentally and in transportation. I owe it to my constituents to do what I can to help them. I do that in Sacramento, but I need your help to see that this key issue is addressed.

A transit line that goes all the way downtown offers a world of new opportunities to people who are aching to take advantage of any opportunity we can provide. They need this and they deserve this.

I think for my district specifically, it is important to plan for a future state at the Rio Hondo Confluence. It is my understanding that we need to plan for that now, in order to avoid future negative impacts at the time of construction.

Finally, I want to inject my perspective as Speaker of the California Assembly. In that role, I see the entire state as my constituency. California needs this project and it needs accelerated establishment of the one-seat ride to downtown. If we are to stand a chance at stopping climate

West Santa Ana Branch

January 27, 2022

Page 2

change, it is imperative that we change our transportation norms. Not in 2043, but now. I urge that we put everything we can into this project to make it happen at the earliest possible date.

I appreciate your work on this incredibly important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rendon', with a long horizontal flourish extending to the right.

**ANTHONY RENDON**  
Speaker of the Assembly

CAPITOL OFFICE  
STATE CAPITOL  
ROOM 5066  
SACRAMENTO, CA 95814  
TEL (916) 651-4032

DISTRICT OFFICE  
12501 IMPERIAL HWY.  
SUITE 110  
NORWALK, CA 90650  
TEL (562) 406-1001

# California State Senate

SENATOR  
**BOB ARCHULETA**

THIRTY-SECOND SENATE DISTRICT



STANDING COMMITTEES  
MILITARY & VETERANS AFFAIRS  
CHAIR  
BUSINESS, PROFESSIONS  
& ECONOMIC DEVELOPMENT  
GOVERNMENTAL  
ORGANIZATION  
INSURANCE  
TRANSPORTATION

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

January 26, 2022

## **RE: The West Santa Ana Branch Locally Preferred Alternative and Board Motion**

Honorable Members of the Board:

As you know, the West Santa Ana Corridor Project (WSAB) will directly impact portions of my Senate District including the Cities of Artesia, Cerritos, Downey, and Bellflower. Since taking office in 2018, I have been working closely with each of these cities in preparation of this project's completion knowing how impactful it would be in these communities for generations to come. Indeed, for most of the past three-and-a-half-years, we had anticipated that the WSAB project would finally be able to connect our communities to downtown Los Angeles.

Today, Metro staff is recommending that the Locally Preferred Alternative (LPA) defined as the Pioneer Station (City of Artesia) to Slauson Avenue segment, be approved by the Board. I recognize that situations change, but I would be remiss if I did not express that I share in the disappointment of many of my constituents and echo the disappointment expressed by members of this very body (Board Members of the Los Angeles County Metropolitan Authority) that Metro staff did not recommend Alternative 1, Design Option 2, connecting the Pioneer Station (City of Artesia) to Union Station.

Nevertheless, I would like to express my strong support for the motion presented earlier by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (File #: 2022-0023). This motion requests that the Board adopt a policy, that the full West Santa Ana Branch project will be declared complete only when it provides a single seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail. This affirmation will send a clear signal that Metro plan to continue working with our local cities and residents to ensure full completion of the WSAB Project.

I am equally pleased that this motion requests that Metro, in partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs, and for permanent jobs to be created by the West Santa Ana Branch Project. As such, I would further request that Cerritos College become an active partner with Metro in the development and implementation of job-training workforce program.

In addition, I appreciate that this motion will also consider and assess cut-and-cover undergrounding methodology as an alternative to the at-grade/aerial bridge configuration currently proposed by Metro, particularly as it pertains to the intersection of Gridley Road and 183rd Street spanning the City of Cerritos and the City of Artesia. Separately, I would ask that as the ultimate completion of the project moves forward, that Inclusion of an optional Cerritos station to be located between Studebaker Road and Gridley Road also be considered.

A project of this nature, as we all know, can be transformative for a neighborhood. We are grateful for the work of this board, and of the Metro staff throughout this entire process and we look forward to continue working in partnership as this project moves towards ultimate completion.

Sincerely,

A handwritten signature in black ink, reading "Bob Archuleta". The signature is written in a cursive, flowing style with a large initial "B".

**Senator Bob Archuleta**  
**California State Senate, District 32**



# CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, CA 90650-6292 • (562) 860-2451 • Fax (562) 860-1104

Office of the President

January 27, 2022

The Honorable Mayor Eric Garcetti  
Chair, Metro Board of Directors  
Board Secretary's Office  
One Gateway  
PlazaMS: 99-3-1  
Los Angeles, CA 90012

## **RE: ITEMS 9 and 10: West Santa Ana Branch Project**

Dear Mayor Garcetti:

Cerritos College strongly supports funding for the first phase and completion of the West Santa Ana Branch (WSAB) project. This critical transportation line will be one of Los Angeles County's most important transit projects to be developed this decade.

The WSAB project will be a 19-mile light-rail line, providing Southeast L.A. communities with a one-seat ride to Downtown Los Angeles from the City of Artesia. This project will traverse some of the state's lowest-income and most transit-dependent communities, including cities adjacent to Cerritos College. The WSAB's project location is nearly entirely aligned within the Cal EnviroScreen's SB 535-defined "Disadvantaged Communities."

**For decades, residents in the Southeast region have been underserved by transit and heavily impacted by industrial pollution and traffic congestion.** Many of our students account for the Metro customers that were surveyed prior to the start of the pandemic, which showed 75% of Metro customers are Latino and African American. Nearly 70% of Metro's customers have an annual household income of less than \$35,000 (81% with income less than \$40,000), according to the report. Furthermore, 51% of Metro customers live below the federal poverty level with a median household income of \$19,325 systemwide and only \$17,975 for bus riders.

Without delay, we urge the Metro Board of Directors to approve the motion to accelerate the WSAB project. It's time to make more progress to bring the Southeast region more high-quality transit. Our community deserves this long-overdue project to be prioritized and completed.

Please feel free to contact me with any questions or concerns at [jfierro@cerritos.edu](mailto:jfierro@cerritos.edu) or 562-860-2451, Ext. 2204.

Sincerely,

Jose Fierro, D.V.M., Ph.D.  
President/Superintendent

## January 2022 RBM Comments

**From:** [REDACTED]

**Sent:** Saturday, January 22, 2022 10:01 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

**Subject:** We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,  
Councilmember Kevin de Leon,  
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

### **The two current Metro BRT Design Options:**

#### **"Refined F1" Option, 1-Lane Design**

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

#### **Major Concerns:**

**1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.**

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro

buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

## **2.) Gridlock:**

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

## **3.) Loss of Parking:**

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

## **4.) Loss of Dining Patios:**

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

## **5.) Safety Concern:**

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

## **6.) Safety Concern:**

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

## **7.) Loss of Trees:**

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

**8.) Removing left turns:**

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

**The "F1" Option 2-Lane design**

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████



**From:** [REDACTED]

**Sent:** Sunday, January 23, 2022 8:07 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment: Board of Directors Regular Board Meeting (1/27/22), Agenda #9 & #10

Hello LA Metro Board members. My name is [REDACTED], and I'm a resident of the city of Downey.

**Agenda Item #9:**

I support LA Metro's recommendation to choose Union Station as the preferred terminus route. This should help alleviate some of the commuting congesting the West Downtown LA; now that East Downtown LA will have their own rail route (that won't require us to travel through West Downtown LA just to get to Union Station/Little Tokyo). It'll also be easier to visit Pasadena as I can quickly transfer to the L Line (Gold) more quicker (without having to wait for the A Line (Blue) train at the Willowbrook station and without having to travel through West Downtown LA).

I also want to thank LA Metro for choosing the Bellflower MSF option. It is the option that will cause the less disruption in businesses (if LA Metro chose Paramount MSF, it would have destroyed countless small businesses because the MSF would occupy the Paramount Swapment).

**Agenda Item #10:**

I support finding ways to accelerate the construction timeline of the project. We were originally promised that the Artesia to Downtown LA route would be completed by the 2028 LA Olympics. And accelerating the project to Downtown LA will reduce one of the biggest reasons for owning a car in Southeast LA (for quick travel to Downtown LA). So it's imperative that LA Metro continues to find ways to accelerate the Project so that it does not take till the year 2041-2043 to fully complete this project.

And I support having a bus route that can transport riders from the Slauson station to the Union Station (while the Slauson to Union rail line is being built). LA Metro can even have a stop at Little Tokyo to see if there are indeed interests for a station there in the future.

Thank you for your time.

**From:** [REDACTED]  
**Sent:** Wednesday, January 26, 2022 1:05 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** General Comment - Metro Rail Communication

Dear LA Metro,

I intend to participate in tomorrow's monthly board meeting to share my experience this past Monday:

On Monday January 24, 2021, at approximately 6:30 pm I boarded the Expo train heading to USC at the Culver City station (National/Venice). At some point in the journey, I noticed the train going very slowly and stopping at stations with the doors open for extended periods. Just short of Western Avenue, the train stopped and started going backwards at a much faster speed than we had experienced at any time on the journey. When it stopped at the next station, I noticed it had changed sides so as to be on the westbound side. Another passenger informed me that there had been a collision between another train and a car and that eastbound trains were going as far as Western then going back and west bound trains were doing the same. My observations: 1) No announcements on the train to inform passengers of the service issue, so no opportunity to get off early and make other transportation arrangements, 2) Displays that normally state next stop and future stops were either blank or had a nonsensical (to me) status message displayed, 3) Station displays continued to show the ever helpful date and time (end of sarcasm), 4) Nothing at stations informing passengers of the service interruption. So passengers were continuing to get on trains unaware that they might not be able to get to their destinations. 5) I visited the LA Metro app on my phone after I returned home and did a travel plan from Culver City to USC and there was no information about an issue. **THIS IS UNACCEPTABLE!** This is a very new system, just a few years in place. In one of the great cities of the world. This lack of information is simply unacceptable. I submitted a comment on the Metro website. I didn't really expect a response. I was not disappointed.

It is also worth noting that on August 14, 2019 I submitted the following to the KPCC Air Talk program:

Question for Metro CEO:

I am a frequent passenger on the Expo Line. I find the electronic displays at each station really frustrating. Displaying the date and time is of minimal use/benefit to passengers. Why can't the display show the time until the next two trains can be expected at each station, just as every other light rail/railway system seems to do throughout the world?

Answer was along the lines of "yes we are aware of this and planning to do so soon."

Any updates?

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, January 26, 2022 4:47 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** 11. SUBJECT: SEPULVEDA TRANSIT CORRIDOR

## Item #9

Regular Board Meeting

Thu 1/27/2022

10:00 a.m.

Comments:

Add BRT (Bus Rapid Transit) corridor alternative technology to evaluate  
Photos Attached - BRT Bronze Standard

### Benefits - BRT Alternative

- federal 80/20 matching funds competitiveness
- 2 year planning / 2 year implementation & construction timeline
- 66% reduction in construction costs
- lifecycle cost-benefit analysis
- noise/vibration reduction impacts
- reduced PUC rail crossing/ATC (automated train control) analysis requirements
- travel time/frequency improvements - ridership impacts
- utilization for branch routes
- reduced operating/mitigation costs
- alignment flexibility choices & branch routes
- improved safety characteristics

**Comment & Speakers List**  
**Board Month: January 2022**

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller 0660	P&P #6	ITEM NEEDS MORE CONSIDERATION
2	Eric N. Schmidt	P&P #11	ITEM NEEDS MORE CONSIDERATION
3	The Hamilton Neighborhood Association	P&P #7	FOR
4	The Deforest Park Association	P&P #7	FOR
5	Nehyam Neighborhood Association	P&P #7	FOR
6	City of Long Beach	P&P #7	FOR
7	Caller 5000	P&P #7	FOR
8	Caller 6465	P&P #7	FOR
9	Caller 0901	P&P #7	ITEM NEEDS MORE CONSIDERATION
10	Caller 8721	P&P #7	FOR
11	Caller 0660	P&P #7	FOR
12	Faraz Aqil	P&P #9	FOR
13	Little Tokyo Business Association	P&P #9 & #10	FOR
14	Little Tokyo Community Council (LTCC),	P&P #9 & #10	FOR
15	Cynthia Ochoa	P&P #9 & #10	FOR
16	Maria Gutierrez	P&P #9 & #10	FOR
17	Elizabeth Loza	P&P #9 & #10	FOR
18	Jackie Ordaz	P&P #9 & #10	FOR
19	Paola Nieves	P&P #9 & #10	FOR
20	Alberto Campos	P&P #9 & #10	FOR
21	Josephina Landeros	P&P #9 & #10	FOR
22	Alicia Elias	P&P #9 & #10	FOR
23	Fryola Moreno	P&P #9 & #10	FOR
24	Daisy Huerta	P&P #9 & #10	FOR
25	Myra Tiaseca	P&P #9 & #10	FOR
26	Norma Rubio	P&P #9 & #10	FOR
27	Julia & Carlos	P&P #9 & #10	FOR
28	Jose Luis A.	P&P #9 & #10	FOR
29	L. Navarro	P&P #9 & #10	FOR
30	Antonio Rosales	P&P #9 & #10	FOR
31	Jazy Villasenor	P&P #9 & #10	FOR
32	Jose Sanchez	P&P #9 & #10	FOR
33	Luz Martinez	P&P #9 & #10	FOR
34	Margarita Saragoza	P&P #9 & #10	FOR
35	Patricia Palomino	P&P #9 & #10	FOR
36	Arlene Cortez	P&P #9 & #10	FOR
37	Luis Vargas	P&P #9 & #10	FOR
38	Juan Morales	P&P #9 & #10	FOR
39	Amador Cruz	P&P #9 & #10	FOR
40	P. Caballo	P&P #9 & #10	FOR
41	Maria Velazquez	P&P #9 & #10	FOR
42	Dina Romero	P&P #9 & #10	FOR

43	Herny Castaneda	P&P #9 & #10	FOR
44	Miriam Renteria	P&P #9 & #10	FOR
45	Maria Salazar	P&P #9 & #10	FOR
46	Andrea Rodriguez	P&P #9 & #10	FOR
47	Eloisa V.	P&P #9 & #10	FOR
48	Ana Saurez	P&P #9 & #10	FOR
49	R. Perez	P&P #9 & #10	FOR
50	Edith Selvin	P&P #9 & #10	FOR
51	Martin Acosta	P&P #9 & #10	FOR
52	Valentina Mejia	P&P #9 & #10	FOR
53	Guillermo Pinot	P&P #9 & #10	FOR
54	Patricia Carrasco	P&P #9 & #10	FOR
55	Daisy Polanco	P&P #9 & #10	FOR
56	Enrique Reyes	P&P #9 & #10	FOR
57	Katarino Velezquez	P&P #9 & #10	FOR
58	Elva Ramirez	P&P #9 & #10	FOR
59	Valeria Rosales	P&P #9 & #10	FOR
60	Marlen Bernal	P&P #9 & #10	FOR
61	Fulgencio Rodriguez	P&P #9 & #10	FOR
62	Maria Reyes	P&P #9 & #10	FOR
63	Rosa Martinez	P&P #9 & #10	FOR
64	Ema Arceo	P&P #9 & #10	FOR
65	Jose Saldivar	P&P #9 & #10	FOR
66	Jacinto Silva	P&P #9 & #10	FOR
67	Luz Ramirez	P&P #9 & #10	FOR
68	Allisson Soto	P&P #9 & #10	FOR
69	Jair Gomez	P&P #9 & #10	FOR
70	Sandra Guterrez	P&P #9 & #10	FOR
71	Maria Olivares	P&P #9 & #10	FOR
72	Rocio Castellanos	P&P #9 & #10	FOR
73	Manuela Rodriguez	P&P #9 & #10	FOR
74	Martha Peralta	P&P #9 & #10	FOR
75	Delfina Prado	P&P #9 & #10	FOR
76	Erasmo Alvarez	P&P #9 & #10	FOR
77	Eduardo Silva	P&P #9 & #10	FOR
78	Isela Monson	P&P #9 & #10	FOR
79	Lourdes Madrigal	P&P #9 & #10	FOR
80	Silvia Galvan	P&P #9 & #10	FOR
81	Margarita H.	P&P #9 & #10	FOR
82	Cristobal Marmolejo	P&P #9 & #10	FOR
83	City of Whittier	P&P #9 & #10	FOR
84	City of Bellflower	P&P #9 & #10	FOR
85	City of Cerritos	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
86	City of Downey	P&P #9 & #10	FOR
87	Pam Sebastian	P&P #9 & #10	FOR
88	A. Anthony	P&P #9 & #10	FOR
89	S. Wilcox	P&P #9 & #10	FOR
90	Patricia Garcia	P&P #9 & #10	FOR
91	Catalina M.	P&P #9 & #10	FOR
92	Brian Campbell	P&P #9 & #10	FOR
93	Aidyn Guzman	P&P #9 & #10	FOR

94	Michael Guzman	P&P #9 & #10	FOR
95	Jacob Arrega	P&P #9 & #10	FOR
96	Eda Arrega	P&P #9 & #10	FOR
97	Brenda Urias	P&P #9 & #10	FOR
98	Walter Rodriguez	P&P #9 & #10	FOR
99	Jonathan Melendez	P&P #9 & #10	FOR
100	Hazel Coto	P&P #9 & #10	FOR
101	Aaron Rodriguez	P&P #9 & #10	FOR
102	Erick Chavez	P&P #9 & #10	FOR
103	Matthew	P&P #9 & #10	FOR
104	Kenneth P.	P&P #9 & #10	FOR
105	Greg Anderson	P&P #9 & #10	FOR
106	Kevin Mok	P&P #9 & #10	FOR
107	Brian Dukat	P&P #9 & #10	FOR
108	Alez Biren	P&P #9 & #10	FOR
109	Evan Alexander	P&P #9 & #10	FOR
110	Levon	P&P #9 & #10	FOR
111	Eli S.	P&P #9 & #10	FOR
112	Owen N.	P&P #9 & #10	FOR
113	Jagger Levinson	P&P #9 & #10	FOR
114	Illegible Signature 1	P&P #9 & #10	FOR
115	Jack Kripke	P&P #9 & #10	FOR
116	Heidi Williams	P&P #9 & #10	FOR
117	Tomas Esparza	P&P #9 & #10	FOR
118	Luis Arturo	P&P #9 & #10	FOR
119	Fernando Bautista	P&P #9 & #10	FOR
120	Rodolfo Urias	P&P #9 & #10	FOR
121	Gloria Urias	P&P #9 & #10	FOR
122	Marco Hernandez	P&P #9 & #10	FOR
123	Brian Grible	P&P #9 & #10	FOR
124	Jonathan Perez	P&P #9 & #10	FOR
125	Rafael Duarte	P&P #9 & #10	FOR
126	Isaiah Silva	P&P #9 & #10	FOR
127	Tiffany K.	P&P #9 & #10	FOR
128	Chris Moncada	P&P #9 & #10	FOR
129	Cory P.	P&P #9 & #10	FOR
130	Giovanni Gonzalez	P&P #9 & #10	FOR
131	Ramon Herndandez	P&P #9 & #10	FOR
132	Ny'Jay Poston	P&P #9 & #10	FOR
133	Sebastian Garcia	P&P #9 & #10	FOR
134	Antonio Cornejo	P&P #9 & #10	FOR
135	Juan Cornejo	P&P #9 & #10	FOR
136	Joey Ezroli	P&P #9 & #10	FOR
137	Justin Sevier	P&P #9 & #10	FOR
138	Juan Arana	P&P #9 & #10	FOR
139	Cesar Estuardo	P&P #9 & #10	FOR
140	Cristian N.	P&P #9 & #10	FOR
141	Mario A.	P&P #9 & #10	FOR
142	Hansell V.	P&P #9 & #10	FOR
143	Jhosef Interiano	P&P #9 & #10	FOR
144	Bryan	P&P #9 & #10	FOR

145	Alonzo Aguirre	P&P #9 & #10	FOR
146	Illegible Signature 2	P&P #9 & #10	FOR
147	Isaac Rodriguez	P&P #9 & #10	FOR
148	Robert Resendez	P&P #9 & #10	FOR
149	Joseph Garcia	P&P #9 & #10	FOR
150	Ethan V.	P&P #9 & #10	FOR
151	Illegible Signature 3	P&P #9 & #10	FOR
152	Illegible Signature 4	P&P #9 & #10	FOR
153	Roby A.	P&P #9 & #10	FOR
154	Dorian Zambrano	P&P #9 & #10	FOR
155	Sebastian Zambrano	P&P #9 & #10	FOR
156	Victor Zambrano	P&P #9 & #10	FOR
157	Gavin Zambrano	P&P #9 & #10	FOR
158	T. Rosas	P&P #9 & #10	FOR
159	Edgar M.	P&P #9 & #10	FOR
160	Jeremy Sloss	P&P #9 & #10	FOR
161	Lucas Sloss	P&P #9 & #10	FOR
162	Raymond Purras	P&P #9 & #10	FOR
163	Ana Herrera	P&P #9 & #10	FOR
164	Mark P.	P&P #9 & #10	FOR
165	Pedro Luna	P&P #9 & #10	FOR
166	Joey Loera	P&P #9 & #10	FOR
167	Erik Cabrera	P&P #9 & #10	FOR
168	Chris Madera	P&P #9 & #10	FOR
169	Michael R.	P&P #9 & #10	FOR
170	Gary Bravo	P&P #9 & #10	FOR
171	Willie Dukes	P&P #9 & #10	FOR
172	Alvaro Vasquez	P&P #9 & #10	FOR
173	Joshua A.	P&P #9 & #10	FOR
174	Mauricio Rodriguez	P&P #9 & #10	FOR
175	Leeon Johnson	P&P #9 & #10	FOR
176	Marvin F.	P&P #9 & #10	FOR
177	Bryan Turner	P&P #9 & #10	FOR
178	Maxwell Skinner	P&P #9 & #10	FOR
179	Jasmin S.	P&P #9 & #10	FOR
180	John C.	P&P #9 & #10	FOR
181	Sergio Lopez	P&P #9 & #10	FOR
182	Vanessa Bravo	P&P #9 & #10	FOR
183	Chris Shaw	P&P #9 & #10	FOR
184	Carl M.	P&P #9 & #10	FOR
185	Collin Ricker	P&P #9 & #10	FOR
186	Jerry Enriquez	P&P #9 & #10	FOR
187	Darren Toloza	P&P #9 & #10	FOR
188	Patty W.	P&P #9 & #10	FOR
189	Javier Gonzalez	P&P #9 & #10	FOR
190	Eduardo Chavez	P&P #9 & #10	FOR
191	Nickolas Nguyen	P&P #9 & #10	FOR
192	Mennin Vo	P&P #9 & #10	FOR
193	Aaron Tran	P&P #9 & #10	FOR
194	Aaron Luong	P&P #9 & #10	FOR
195	Bryan Nguyen	P&P #9 & #10	FOR

196	David Gudino	P&P #9 & #10	FOR
197	Gilberto Casillas	P&P #9 & #10	FOR
198	William S.	P&P #9 & #10	FOR
199	Westin Julien	P&P #9 & #10	FOR
200	Harrison Smith	P&P #9 & #10	FOR
201	Erikson S.	P&P #9 & #10	FOR
202	Chris Carulin	P&P #9 & #10	FOR
203	Owen B.	P&P #9 & #10	FOR
204	Jonathan Garmot	P&P #9 & #10	FOR
205	Martha R.	P&P #9 & #10	FOR
206	David S.	P&P #9 & #10	FOR
207	Erick Villareal	P&P #9 & #10	FOR
208	Michael E.	P&P #9 & #10	FOR
209	Justin Jimenez	P&P #9 & #10	FOR
210	Saren A.	P&P #9 & #10	FOR
211	E. Gutierrez	P&P #9 & #10	FOR
212	Junior C. Guerrero	P&P #9 & #10	FOR
213	Derek M.	P&P #9 & #10	FOR
214	Chad Wong	P&P #9 & #10	FOR
215	Steve Troung	P&P #9 & #10	FOR
216	Christian De la Rosa	P&P #9 & #10	FOR
217	Tito Cardenas	P&P #9 & #10	FOR
218	Anthony Konrad	P&P #9 & #10	FOR
219	Don Pech	P&P #9 & #10	FOR
220	S. Pech	P&P #9 & #10	FOR
221	Gabriel Molina	P&P #9 & #10	FOR
222	Alex Meng	P&P #9 & #10	FOR
223	Monka Rin	P&P #9 & #10	FOR
224	Sokchea Ngov	P&P #9 & #10	FOR
225	John Pech	P&P #9 & #10	FOR
226	Joshua T.	P&P #9 & #10	FOR
227	Brandon Williams	P&P #9 & #10	FOR
228	Sat Singh	P&P #9 & #10	FOR
229	Itzel Ramirez	P&P #9 & #10	FOR
230	Jose De La Torre	P&P #9 & #10	FOR
231	Michael Ventura	P&P #9 & #10	FOR
232	Jason Cabral	P&P #9 & #10	FOR
233	Adrian Meza	P&P #9 & #10	FOR
234	Mark Gooch	P&P #9 & #10	FOR
235	P. Ventura	P&P #9 & #10	FOR
236	Joshua Arreguin	P&P #9 & #10	FOR
237	Ronnie Gomez	P&P #9 & #10	FOR
238	Isaiah Moreno	P&P #9 & #10	FOR
239	Javier Padilla	P&P #9 & #10	FOR
240	Robert Rodriguez	P&P #9 & #10	FOR
241	Joshua Melendez	P&P #9 & #10	FOR
242	Fabian Gamber	P&P #9 & #10	FOR
243	P.Melendez	P&P #9 & #10	FOR
244	David Reynoso	P&P #9 & #10	FOR
245	Devia Hawley	P&P #9 & #10	FOR
246	Joseph Caro	P&P #9 & #10	FOR



247	Adrian Sandoval	P&P #9 & #10	FOR
248	Genaro Orona	P&P #9 & #10	FOR
249	Joey Perez	P&P #9 & #10	FOR
250	Oscar Beltran	P&P #9 & #10	FOR
251	Janette Villarreal	P&P #9 & #10	FOR
252	Guillermo Lopez	P&P #9 & #10	FOR
253	Craig Cantrell	P&P #9 & #10	FOR
254	Juan Figueroa	P&P #9 & #10	FOR
255	Walter Juarez	P&P #9 & #10	FOR
256	Moises Flores	P&P #9 & #10	FOR
257	Kevin M.	P&P #9 & #10	FOR
258	Humberto P.	P&P #9 & #10	FOR
259	Andrew Molina	P&P #9 & #10	FOR
260	Osiris Chavez	P&P #9 & #10	FOR
261	Omar Chavez	P&P #9 & #10	FOR
262	Victor Virgen	P&P #9 & #10	FOR
263	Jaylen Adams	P&P #9 & #10	FOR
264	Paloma Ponce	P&P #9 & #10	FOR
265	Dominick Vargas	P&P #9 & #10	FOR
266	Mia	P&P #9 & #10	FOR
267	Mariah	P&P #9 & #10	FOR
268	Samantha V.	P&P #9 & #10	FOR
269	Damian Vargas	P&P #9 & #10	FOR
270	Reyna V.	P&P #9 & #10	FOR
271	Gonzalo Tapin	P&P #9 & #10	FOR
272	Loren Cannon	P&P #9 & #10	FOR
273	Maryann M.	P&P #9 & #10	FOR
274	Jarra M.	P&P #9 & #10	FOR
275	Daniel Lopez	P&P #9 & #10	FOR
276	Sandra L.	P&P #9 & #10	FOR
277	Jessica M.	P&P #9 & #10	FOR
278	Anthony M.	P&P #9 & #10	FOR
279	Carlos L.	P&P #9 & #10	FOR
280	Robbie Rivas	P&P #9 & #10	FOR
281	Evangelina Rodriguez	P&P #9 & #10	FOR
282	Jorge Ramirez	P&P #9 & #10	FOR
283	E. Lopez	P&P #9 & #10	FOR
284	Axel Martinez	P&P #9 & #10	FOR
285	Rudy G.	P&P #9 & #10	FOR
286	Conor Hennessey	P&P #9 & #10	FOR
287	Joseph Miranda	P&P #9 & #10	FOR
288	Aian Garcia	P&P #9 & #10	FOR
289	Nathan James	P&P #9 & #10	FOR
290	Fidel Plasencias	P&P #9 & #10	FOR
291	Carol Ewell	P&P #9 & #10	FOR
292	Robert Martinez	P&P #9 & #10	FOR
293	Carlos Soto	P&P #9 & #10	FOR
294	Jerry S.	P&P #9 & #10	FOR
295	Daniel Melendrez	P&P #9 & #10	FOR
296	Jazzlyn Cruz	P&P #9 & #10	FOR
297	Jose Aguilar	P&P #9 & #10	FOR

298	Chalino Sanchez	P&P #9 & #10	FOR
299	Franny Zamora	P&P #9 & #10	FOR
300	Edgar Ojeda	P&P #9 & #10	FOR
301	Hugo Moreno	P&P #9 & #10	FOR
302	David Z.	P&P #9 & #10	FOR
303	Carlos Figueroa	P&P #9 & #10	FOR
304	Victor H. C.	P&P #9 & #10	FOR
305	Ricardo Z.	P&P #9 & #10	FOR
306	Jerry Rodriguez	P&P #9 & #10	FOR
307	Daniel R.	P&P #9 & #10	FOR
308	Denzel Dias	P&P #9 & #10	FOR
309	Charlie Clayton	P&P #9 & #10	FOR
310	Christopher Rodriguez	P&P #9 & #10	FOR
311	Jeremiah Jackson	P&P #9 & #10	FOR
312	Andre P.	P&P #9 & #10	FOR
313	Bri North	P&P #9 & #10	FOR
314	Will Roca	P&P #9 & #10	FOR
315	Gabriel Venegas	P&P #9 & #10	FOR
316	Vincent Cantu	P&P #9 & #10	FOR
317	Rokkie Rivas	P&P #9 & #10	FOR
318	Kaden Jung	P&P #9 & #10	FOR
319	Brody Willett	P&P #9 & #10	FOR
320	Kevin Munoz	P&P #9 & #10	FOR
321	Yahir Molina	P&P #9 & #10	FOR
322	Cesar Sanchez	P&P #9 & #10	FOR
323	Edwin Martin	P&P #9 & #10	FOR
324	Justin Vasquez	P&P #9 & #10	FOR
325	Jesse Flores	P&P #9 & #10	FOR
326	Eric Flores	P&P #9 & #10	FOR
327	Jonathan Ibarra	P&P #9 & #10	FOR
328	Ignacio Garcia	P&P #9 & #10	FOR
329	Carlos Espinoza	P&P #9 & #10	FOR
330	Oscar Arias	P&P #9 & #10	FOR
331	Ethan C.	P&P #9 & #10	FOR
332	Caller 3295	P&P #9 & #10	FOR
333	Caller 6640	P&P #9 & #10	FOR
334	Caller 0311	P&P #9 & #10	FOR
335	Caller 4621	P&P #9 & #10	FOR
336	Caller 5628	P&P #9 & #10	FOR
337	Caller 9415	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
338	Caller 0660	P&P #9 & #10	FOR
339	Caller 8975	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
340	Caller 3620	P&P #9 & #10	AGAINST
341	Caller 3246	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
342	Caller 6650	P&P #9 & #10	FOR
343	Caller 0800	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
344	LA Forward	P&P #12	FOR
345	Stop4aidan	P&P #12	FOR
346	Aztlan Athletics Foundation	P&P #12	FOR
347	Oaklawn Neighborhood Improvement	P&P #12	FOR

348	The Sequoyah School	P&P #12	FOR
349	No on 710 Actio Committee	P&P #12	FOR
350	LA County Bicycle Coalition	P&P #12	FOR
351	Day One	P&P #12	FOR
352	Latino Urban Forum	P&P #12	FOR
353	United Caltrans Tenants	P&P #12	FOR
354	South Pasadena Preservation Foundation	P&P #12	FOR
355	Michele McKinnon	P&P #13	ITEM NEEDS MORE CONSIDERATION
356	Kristine Li	P&P #13	ITEM NEEDS MORE CONSIDERATION
357	Caller 5684	FB&A GENERAL COMMENT	GENERAL COMMENT
358	Caller 3217	FB&A GENERAL COMMENT	GENERAL COMMENT
359	Carmina Calderon	OPS #20	AGAINST
360	Investing in Place	OPS #20	ITEM NEEDS MORE CONSIDERATION
361	Ground Game LA	OPS #20	ITEM NEEDS MORE CONSIDERATION
362	Move LA	OPS #20	ITEM NEEDS MORE CONSIDERATION
363	People Organized for Westside Renewal (POWER)	OPS #20	ITEM NEEDS MORE CONSIDERATION
364	The Independent Living Center of Southern California	OPS #20	ITEM NEEDS MORE CONSIDERATION
365	The Transit Coalition	OPS #20	ITEM NEEDS MORE CONSIDERATION
366	Caller 0818	OPS #20	GENERAL COMMENT
367	Caller 5801	OPS #20	GENERAL COMMENT
368	Caller 9547	OPS #20	AGAINST
369	Caller 1159	OPS #20	AGAINST
370	Caller 2727	OPS #20	AGAINST
371	Caller 0119	OPS #20	GENERAL COMMENT
372	Caller 3724	OPS #20	ITEM NEEDS MORE CONSIDERATION
373	Caller 5684	OPS #20	ITEM NEEDS MORE CONSIDERATION
374	Caller 8255	OPS #20	GENERAL COMMENT
375	Caller 8136	OPS #20	GENERAL COMMENT
376	Caller 7072	OPS #20	GENERAL COMMENT
377	Caller 5322	OPS #20	GENERAL COMMENT
378	Caller 4685	OPS #20	GENERAL COMMENT
379	Caller 8423	OPS #20	GENERAL COMMENT
380	Caller 0801	OPS #22	FOR
381	Caller 5684	OPS #22	FOR
382	Caller 5801	OPS #22	FOR
383	Rosa Gonzalez	OPS - GENERAL COMMENT	GENERAL COMMENT
384	Caller 5801	OPS - GENERAL COMMENT	GENERAL COMMENT
385	Caller 5684	CON #28	FOR
386	Caller 8423	EMC #37	ITEM NEEDS MORE CONSIDERATION
387	Caller 5801	EMC #38	ITEM NEEDS MORE CONSIDERATION
388	Caller 8255	EMC #38	ITEM NEEDS MORE CONSIDERATION
389	Caller 8927	LA SAFE #2	GENERAL COMMENT
390	Caller 7719	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION
391	Caller 0660	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION

392	Caller 0626	LA SAFE #2	AGAINST
393	Caller 8631	LA SAFE #2	FOR
394	Caller 8255	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION
395	Caller 1058	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION
396	Caller 5801 - Bus Riders Union	RBM #3	GENERAL COMMENT
397	Caller 7719	RBM #3	GENERAL COMMENT
398	Alonso Directo Jr	RBM #4	ITEM NEEDS MORE CONSIDERATION
399	Caller 2894 - Bus Riders Union	RBM #4	GENERAL COMMENT
400	Caller 5801 - Bus Riders Union	RBM #4	GENERAL COMMENT
401	Caller 0660	RBM #4	GENERAL COMMENT
402	Caller 7719	RBM #4	GENERAL COMMENT
403	Caller 5065	RBM #4	ITEM NEEDS MORE CONSIDERATION
404	City of Paramount	RBM #9 & #10	FOR
405	City of Bellflower	RBM #9 & #10	FOR
406	City of Southgate	RBM #9 & #10	FOR
407	Oneva	RBM #9 & #10	FOR
408	SoCal Corporate Growth Partners	RBM #9 & #10	FOR
409	City of Cudahy	RBM #9 & #10	FOR
410	City of Cerritos	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
411	Move LA	RBM #9 & #10	FOR
412	Assemblymember Lisa Calderon	RBM #9 & #10	FOR
413	City of Bell	RBM #9 & #10	FOR
414	Congresswoman Lucille Roybal-Allard	RBM #9 & #10	FOR
415	City of Maywood	RBM #9 & #10	FOR
416	EcoRapid Transit	RBM #9 & #10	FOR
417	City of Artesia	RBM #9 & #10	FOR
418	Senator Lena A. Gonzalez	RBM #9 & #10	FOR
419	John Ulloth	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
420	Nevada MBDA Business Center	RBM #9 & #10	FOR
421	Rishaank	RBM #9 & #10	FOR
422	City of Long Beach - Mayor Garcia	RBM #9 & #10	FOR
423	Speaker of the Assembly, Anthony Rendon	RBM #9 & #10	FOR
424	Senator Bob Archuleta	RBM #9 & #10	FOR (#10)
425	Cerritos Community College District	RBM #9 & #10	FOR
426	Faraz Aqil	RBM #9 & #10	FOR
427	Caller 9655	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
428	Caller 9417	RBM #9 & #10	AGAINST
429	Caller 9967	RBM #9 & #10	FOR
430	Caller 9357	RBM #9 & #10	FOR
431	Caller 0241	RBM #9 & #10	FOR
432	Caller 6650	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
433	Caller 0800	RBM #9 & #10	FOR
434	Caller 0737	RBM #9 & #10	FOR
435	Caller 8972	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
436	Caller 7912	RBM #9 & #10	FOR
437	Mark Jolles	RBM #11	ITEM NEEDS MORE CONSIDERATION
438	Caller 5801 - Bus Riders Union	RBM #25	FOR
439	University of Southern California	RBM #28	FOR

440	Caller 0818	RBM #42	AGAINST
441	Caller 5833	RBM #42	ITEM NEEDS MORE CONSIDERATION
442	Caller 2727	RBM #42	ITEM NEEDS MORE CONSIDERATION
443	Caller 4685	RBM #42	AGAINST
444	Caller 3217	RBM #42	AGAINST
445	Caller 4668	RBM #42	ITEM NEEDS MORE CONSIDERATION
446	Caller 5801 - Bus Riders Union	RBM #42	ITEM NEEDS MORE CONSIDERATION
447	Caller 4389	RBM #42	ITEM NEEDS MORE CONSIDERATION
448	Caller 2894 - Bus Riders Union	RBM #42	AGAINST
449	Caller 1444	RBM #42	AGAINST
450	Caller 8600	RBM #42	ITEM NEEDS MORE CONSIDERATION
451	Caller 3216	RBM #42	AGAINST
452	Caller 0362	RBM #42	AGAINST
453	Caller 8255	RBM #42	AGAINST
454	Caller 5684	RBM #42	ITEM NEEDS MORE CONSIDERATION
455	Caller 0660	RBM #42	AGAINST
456	Caller 8972	RBM #42	ITEM NEEDS MORE CONSIDERATION
457	Move LA	RBM #43	ITEM NEEDS MORE CONSIDERATION
458	Caller 6394	RBM #43	GENERAL COMMENT
459	Caller 5684 - Move LA	RBM #43	ITEM NEEDS MORE CONSIDERATION
460	Caller 0660	RBM #43	ITEM NEEDS MORE CONSIDERATION
461	Caller 5065	RBM #44	ITEM NEEDS MORE CONSIDERATION
462	Caller 3217	RBM #44	ITEM NEEDS MORE CONSIDERATION
463	Caller 5801	RBM #44	ITEM NEEDS MORE CONSIDERATION
464	Caller 0818	RBM #44	ITEM NEEDS MORE CONSIDERATION
465	Caller 4967	RBM GENERAL COMMENT	GENERAL COMMENT
466	Caller 5801	RBM GENERAL COMMENT	GENERAL COMMENT
467	Caller 8663	RBM GENERAL COMMENT	GENERAL COMMENT
468	Caller 3185	RBM GENERAL COMMENT	GENERAL COMMENT
469	Caller 3217	RBM GENERAL COMMENT	GENERAL COMMENT
470	Caller 5065	RBM GENERAL COMMENT	GENERAL COMMENT