

June 2024 RBM General Public Comments

From: [REDACTED]
Sent: Wednesday, June 26, 2024 3:56 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [REDACTED]
Subject: General Comments_062724

Hello Board Members,

In January 2007 a feasibility study was received and filed by Planning and Programming (attached herein) entitled, "Harbor Subdivision Transit Analysis" which was done by Wilbur Smith Associates.

The Executive Summary states regarding light rail on the ROW, "the fact that these modes (LRT, etc.) can only share a right-of-way with freight trains given the provision of either temporal or spatial separation." And posited the shifting of freight times, "to a late night/early morning operating window." For which, "Doing so could increase train noise during a time when nearby residents would be trying to sleep."

So according to this document, LPG freight and light rail can not share the same time and space. By basic logic, this would have the freight trains running at night.

For the C Line Extension to Torrance, Metro owes the public disclosure.

Will you be running freight trains at night?

Please make the public aware of your intentions.

Thank you,

[REDACTED]



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2007**

SUBJECT: HARBOR SUBDIVISION TECHNICAL FEASIBILITY ANALYSIS

ACTION: RECEIVE REPORT/AUTHORIZE PROCEEDING WITH NEXT PHASE

RECOMMENDATION

- A. Receive and file the Harbor Subdivision Technical Feasibility Analysis Final Report. Attachment A contains the Report's Executive Summary. The full report will be available upon request; and
- B. Authorize the Chief Executive Officer to proceed with the Alternatives Analysis phase of the environmental process as indicated in the 2007 Metro Supplemental Budget Board action.

ISSUE

The Harbor Subdivision is an approximately 26-mile rail right-of-way Metro purchased in 1992 from the Atchison, Topeka and Santa Fe Railroad, now Burlington Northern Santa Fe Railroad (BNSF). It extends from just south of downtown Los Angeles to Wilmington. Figure ES-1 in the Executive Summary is a map of the Harbor Subdivision. Under the purchase agreement, BNSF retained freight rail operating rights in perpetuity. Requests, and in particular from Supervisor Burke, have been made as to how this asset could be put into a productive passenger transit operating use. This resulted with the Metro Board through the adoption of the FY 2006 budget, authorizing the completion of a technical feasibility analysis focusing on the transit options that could be operated in the rail corridor both with and without BNSF service. The technical feasibility analysis has been completed. This feasibility analysis examined the viability and issues affiliated with each potential transit mode, without conducting any in-depth environmental review or community outreach and only rough order of magnitude costing and ridership forecasting.

POLICY IMPLICATIONS

The results of the feasibility analysis show that there are no fatal flaws to implementing certain types of passenger transit service. However, depending upon the service selected, right-of way may need to be acquired and restrictions on operating hours may need to be negotiated with BNSF. The 2001 adopted Long Range Transportation Plan (LRTP) does not include a project using this rail right-of-way in either the constrained or strategic element. The Harbor Subdivision provides direct access from just south of Downtown Los Angeles to

the Los Angeles World Airports (LAWA) and points to the south including the South Bay cities and terminates in close proximity to the Port of Los Angeles. It could provide high speed passenger transit service to an area that is currently under-served. Now that the technical feasibility analysis has been completed, starting an Alternatives Analysis report would position this project for future funding opportunities should they arise. This corridor as well as others will be considered by the Metro Board as part of the LRTP update.

OPTIONS

The Metro Board could receive the Technical Feasibility Analysis and not proceed into the next phase of the work. This is not recommended as this is one of the few Metro-owned rights-of-way that have no passenger services planned and would serve an area that currently is without high speed transit options.

FINANCIAL IMPACT

The FY 2007 Metro adopted budget contains \$100,000 in Cost Center 4330 under Project # 400229, Task #01.02 to initiate work on the Alternatives Analysis. It will be the Chief Planning Officer and Area Team Director's responsibility to budget sufficient funds in future years to complete this effort.

DISCUSSION

The Harbor Subdivision was purchased in 1992 from the former ATSF Railroad, now BNSF. With the purchase, BNSF retained operating rights in perpetuity. Currently, differing levels of freight activity occur along various segments of the corridor.

In March 2006, Wilbur Smith Associates initiated work on this high-level technical feasibility analysis of passenger service options that could be operated with or without BNSF. The options included: both heavy and light rail; both Federal Railroad Administration (FRA) Compliant and non-FRA compliant Diesel Multiple Unit (DMU), a self propelled diesel powered rail car; Bus Rapid Transit (BRT) and Metro Rapid. The consultant was directed to: (1) identify the feasibility and viability of the service; (2) develop rough order of magnitude cost of all alternatives/technologies for implementing and operating passenger services; (3) identify the most appropriate operator; and, (4) recognize areas where community concern and areas where the community would need further consultation. The scope did not include any community outreach, detailed environmental assessment, costing or modeling of ridership projections. However, during the analysis development, key stakeholders including the City of Los Angeles, Torrance, South Bay Council of Governments and BNSF were contacted to determine their concerns and issues.

Analysis Findings

The Analysis found that all modes, except heavy rail could operate in this rail right-of-way under certain conditions. Depending upon the mode, these conditions could include shifting rail freight traffic to late night/early morning window, the need to acquire right-of-way, etc. It should be noted that the Metro Rapid alternative had similar operating traits in

the rail right-of-way as the BRT. Therefore, it was consolidated under that scenario and not analyzed separately. Additionally, the DMU options served as a substitute for Metrolink. All types of rail service including the DMU options would require that the tracks, signal system and grade crossings be upgraded to accommodate passenger service.

As shown on the matrix on page ES-5 of the Executive Summary, the LRT alternative had the highest capital cost and ridership. The higher capital cost could be attributed to the need to double track the alignment, a trench along Aviation Boulevard adjacent to Los Angeles International Airport (LAX) runways and the need for elevated structures through Alcoa Yard in Torrance to name a few. The high ridership could be attributed to its greater frequency. The BRT had the lowest capital costs due in large part to the assumption of using city streets for almost half of the route where the Harbor Subdivision narrows and doesn't connect directly to Downtown Los Angeles. The BRT ridership figures could also be attributed to its frequency. The non-FRA Compliant DMUs have a shorter route and higher frequencies resulting in lower capital cost and more ridership than the FRA Compliant DMUs.

All alternatives would generate environmental impacts. FRA compliant DMUs and the BRT, however, would generate fewer of them.

NEXT STEPS

Upon Metro Board approval, a scope of work will be developed to procure consultant services to complete the Alternative Analysis for this corridor. This will address the recommendations of the technical feasibility analysis. Metro Board authorization will be sought in either late FY 07 or early FY 08 to award the consultant contract.

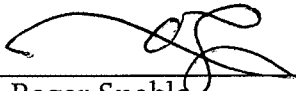
ATTACHMENT(S)

A. Harbor Subdivision Technical Feasibility Analysis Executive Summary

Prepared by: Alan Patashnick, Transportation Planning Manager, South Bay
Renee Berlin, Director, South Bay



Carol Inge
Chief Planning Officer



Roger Snoble
Chief Executive Officer

Executive Summary

HARBOR SUBDIVISION TRANSIT ANALYSIS

ANALYSIS BACKGROUND AND PURPOSE

In 1992, the former Los Angeles County Transportation Commission (LACTC) purchased the majority of the Harbor Subdivision, the mainline of the former Atchison Topeka & Santa Fe Railway (ATSF or Santa Fe) between downtown Los Angeles and the Ports of Los Angeles and Long Beach. As part of that agreement, ATSF retained the right to provide freight rail service on the portion of the line owned by the LACTC, and LACTC retained the right to operate passenger service on the line. Today, the Burlington Northern Santa Fe Railway (BNSF), the successor railroad to the ATSF, still operates freight trains on the line, although the total is a small fraction of what it was at the time of the purchase. Neither LACTC nor its successor agency, the Los Angeles County Metropolitan Transportation Authority (Metro), ran any passenger service on the line. The line studied appears as Figure ES-1 on the following page.

With this analysis, Metro has attempted to investigate the feasibility of the potential deployment of various transit modes on its portion of the Harbor Subdivision. The attempt has been to make use of as much of the 26.36-mile right-of-way as may be practical, realizing that some sections of the line run through primarily industrial land uses. In all, six different transit service alternatives were investigated. The potential environmental constraints for the alternatives were identified and rough order-of-magnitude ridership and costs were estimated. Thirteen potential station locations along the Harbor Subdivision also were preliminarily assessed. Should Metro decide to pursue transit operations on the Harbor Subdivision, a more detailed costing, ridership modeling and environmental analysis would be necessary. Discussions also would need to take place with the BNSF.

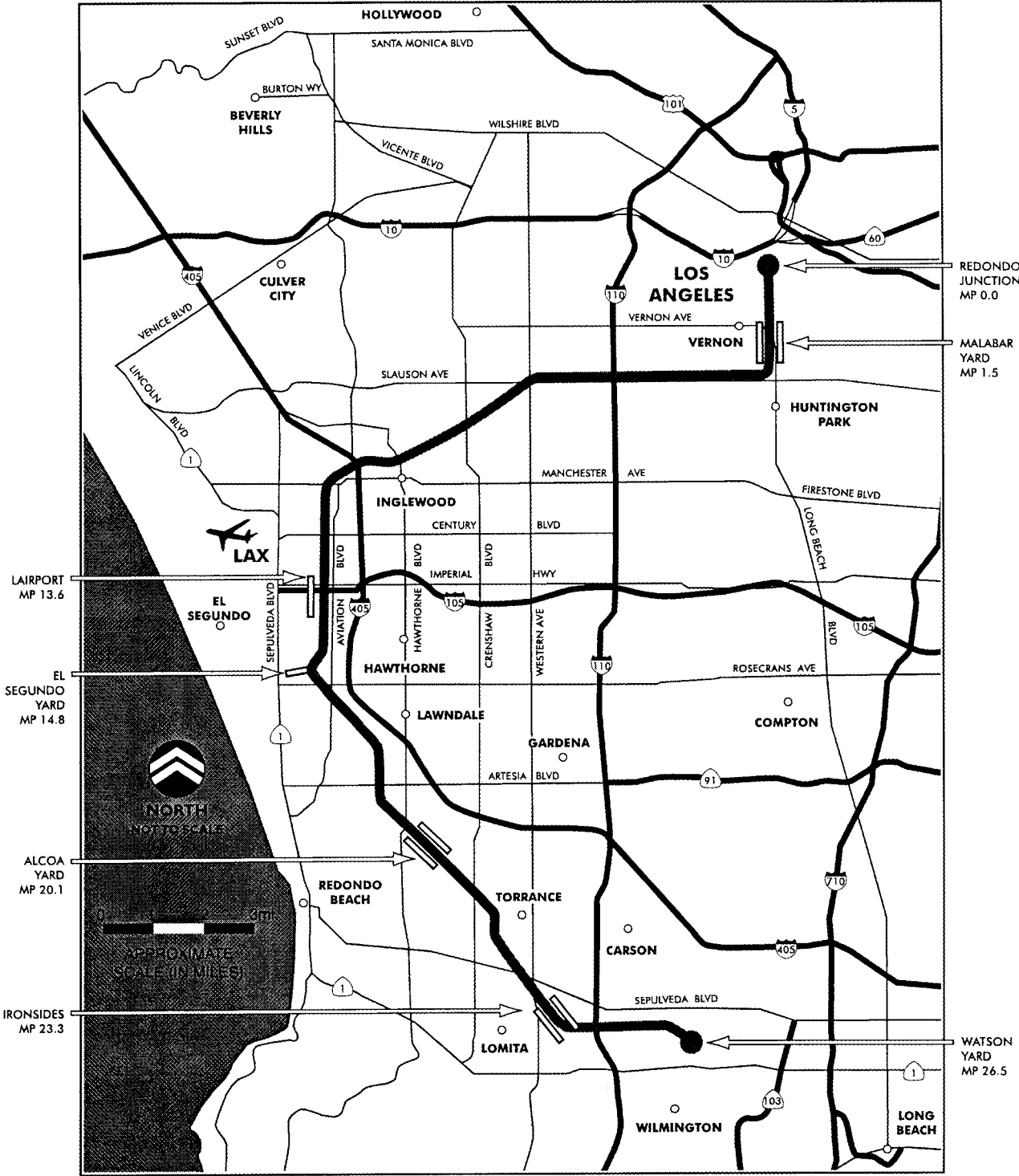
During the course of this analysis, there were some discussions of the analysis's purpose with selected stakeholders. However, no formal public outreach was conducted. Further detailed investigation of the transit service alternatives should include such an effort as well.

TRANSIT SERVICE ALTERNATIVES

The following transit service alternatives were considered in this analysis for deployment on the Harbor Subdivision:

- ***FRA Compliant DMU's 30"***. Diesel multiple units (DMUs) are self-propelled diesel-powered rail cars that comply with the crashworthiness standards for operation on tracks shared with freight trains and conventional passenger trains, as specified by the Federal Railroad Administration (FRA), the federal agency having the responsibility for oversight of safety issues for the national railroad system. The DMUs would operate between Los Angeles Union Station (LAUS) and Torrance, accessing the Harbor Subdivision via a new flyover of the Alameda Corridor, the BNSF Transcon mainline, and Washington Boulevard. This alternative assumed 30-minute peak period, bi-directional headways. Off-peak and weekend headways would be hourly.
- ***FRA Compliant DMU's 15"***. This alternative was a variant of the first, and assumed 15-minute peak period, bi-directional headways. Off-peak and weekend headways would be hourly.

HARBOR SUBDIVISION TRANSIT ANALYSIS



Wilbur Smith Associates

Figure ES-1
HARBOR SUBDIVISION
 100011/BASE - 11/27/06

- **Non-FRA Compliant DMU's 30".** These are DMUs which do not comply with FRA crashworthiness standards. They can only operate on track shared with freight and other passenger trains on a time-separated basis (temporal separation). The DMUs would operate between the Metro Blue Line crossing of the Subdivision at Long Beach and Slauson Avenues and Torrance. This alternative assumed 30-minute peak period, bi-directional headways. Off-peak headways would be half hourly, and weekend headways would be hourly.
- **Non-FRA Compliant DMU's 15".** This alternative was a variant of the non-FRA Compliant DMU's 30" alternative, and assumed 15-minute peak period, bi-directional headways. Off-peak headways would be half hourly, and weekend headways would be hourly.
- **Light Rail Transit (LRT) 15".** This analysis assumed that an extension of the Metro Blue Line LRT service could be deployed on the Harbor Subdivision. LRT service would operate between the 7th Street/Metro Center station in Downtown Los Angeles and Torrance, accessing the Harbor Subdivision via a new connection between the Metro Blue Line and the Subdivision at Long Beach and Slauson Avenues. This alternative assumed 15-minute, bi-directional headways all-day (6 AM to 12 AM) on weekdays. Weekend headways would be half hourly.
- **Bus Rapid Transit (BRT) 15".** This analysis assumed that buses could operate on portions of the Harbor Subdivision in a two-lane busway, in the same way that the Metro Orange Line BRT service operates today on an abandoned railroad right-of-way in the San Fernando Valley. BRT would operate between the Metro Blue Line crossing and Torrance. This alternative assumed 15-minute, bi-directional headways all-day on weekdays. Weekend headways would be half hourly.

The alternatives for the non-FRA Compliant DMU's, LRT, and BRT assumed that BNSF train operations between the Metro Blue Line crossing and the Metro Green Line crossing at Imperial Highway could be confined to a late/night early morning window, when the transit operations would not be running. This assumption was necessary, given the narrowness of the Harbor Subdivision in much of this segment and the fact that these modes can only share a right-of-way with freight trains given the provision of either temporal or spatial separation. Such a shift of freight train operations would require discussion and/or negotiation with the BNSF. The DMU alternatives assumed headways, consistent with the higher levels of service offered by commuter rail services, such as the Southern California Regional Rail Authority's (SCRRA) Metrolink commuter rail service.

The purpose in investigating such a range of transit alternatives was to identify the potential benefits and costs of transit improvements on the Harbor Subdivision. Heavy Rail, like the Metro Red Line, was initially identified as a potential transit mode for deployment on the Harbor Subdivision. However, Heavy Rail would be grade separated, triggering the greatest number of potential surface environmental constraints of all options studied. Accordingly, Heavy Rail was dropped from further analysis.

POTENTIAL SURFACE ENVIRONMENTAL CONSTRAINTS

The analysis looked at the potential environmental constraints inherent in implementation of DMU, LRT, BRT and Heavy Rail alternatives. Major constraints included noise and vibration impacts that would likely occur as a result of the shifting of freight train traffic between the Metro Blue Line crossing and the Metro Green Line crossing to a late night/early morning operating window. Doing so could increase train noise during a time when nearby residents would be trying to sleep. Other major constraints could be potential visual and safety impacts resulting from transit services near homes in the South Bay Area, as well as right-of-way acquisitions.

POTENTIAL STATION LOCATIONS

The analysis looked at 13 potential station locations along the Harbor Subdivision. These included:

- Slauson Avenue and Long Beach Avenue
- Slauson Avenue at Broadway
- Slauson Avenue at Figueroa Street
- Slauson Avenue and Normandie Avenue
- Slauson Avenue and Western Avenue
- Crenshaw Boulevard and 67th Street
- La Brea Avenue and Florence Avenue
- Century Boulevard and Aviation Boulevard
- Imperial Highway and Aviation Boulevard
- Douglas Street
- Marine Avenue
- The Galleria at South Bay
- Sepulveda Boulevard

A station at Slauson and Long Beach Avenues would provide a connection with the Metro Blue Line. Stations at Imperial Highway and Aviation Boulevard, Douglas Street, and Marine Avenue would provide connections to the Metro Green Line. A station at Crenshaw Boulevard would provide a connection to any future transit improvements proposed for the Crenshaw Corridor. A station at Sepulveda Boulevard was chosen as a southern terminus for costing purposes. The analysis found that all station locations have characteristics that would justify their consideration as possible station stops. Stations were assumed to consist of platforms with minimal shelter and ticket vending machines, rather than park-and-ride locations. No specific station plans were analyzed.

The LRT alternative assumed a northern terminus at the Downtown Los Angeles 7th Street/Metro Center station, used by the Metro Blue Line today. The FRA Compliant DMU alternative assumed access to LAUS. The capacity of either location to accommodate additional transit was not analyzed.

The 13 station locations above are conceptual only, and represent a universe of potential sites for this analysis. Each of the individual transit alternatives assumed a subset of these locations for costing purposes. Other station locations are certainly possible. Any decision on potential station locations beyond this analysis would require a detailed environmental assessment and a formal public outreach effort.

SUMMARY OF FINDINGS

This investigation found that implementation of all six transit service alternatives would be feasible. The major findings are summarized in Table ES-1. The analysis's ridership estimates were based on what Los Angeles area transit services, operating with similar service levels through similar land uses and having similar origins and destinations, are able to attain. These preliminary ridership estimates were sensitive to the length of headways and the convenience of access to Downtown Los Angeles. That is, the shorter the headways and the more direct the access to downtown, the higher the ridership estimate. LRT, with 15-minute frequencies all-day on weekdays and direct access to Downtown Los Angeles, would likely gain the highest average weekday ridership. BRT would have the same service level as LRT, but would not access Downtown Los Angeles directly. Rather, it would connect with the Metro Blue Line at Long Beach and Slauson Avenues. Accordingly, its ridership would likely be lower. Three of the four DMU alternatives would have lesser ridership, a result of lower service levels relative to both LRT and BRT.

Table ES-1: Harbor Subdivision Transit Service Alternatives Matrix

	FRA Compliant DMU 30"	FRA Compliant DMU 15"	Non FRA Compl. DMU 30"	Non FRA Compl. DMU 15"	LRT 15"	BRT 15"
Total Route Miles	26.7	26.7	20.0	20.0	25.2	20.0 ¹
Miles on Harbor Sub.	23.0	23.0	20.0	20.0	20.0	11.3
Total Capital Cost (2006\$)	\$306.2 million	\$376.9 million	\$326.9 million	\$353.8 million	\$667.8 million \$1.4 billion ²	\$260.9 million
Operator	Metrolink	Metrolink	Metro	Metro	Metro	Metro
Annual Operating Cost (2006\$)	\$14.5 million	\$18.5 million	\$12.4 million	\$15.2 million	\$14.5 million	\$10.9 million
Avg. Weekday Boardings ³	4,000	5,000	10,000	12,000	40,000	15,000
Headways Peak	30 minutes	15 minutes	30 minutes	15 minutes	15 minutes	15 minutes
Headways Off-peak	1 hour	1 hour	30 minutes	30 minutes	15 minutes	15 minutes
Headways Weekends	1 hour	1 hour	1 hour	1 hour	30 minutes	30 minutes
Travel Time	Approx. 57"	Approx. 58"	Approx. 42"	Approx. 42"	Approx. 57"	Approx. 40-45" ⁴
Major Surface Environmental Constraints	Safety impact in Torrance	Safety impact in Torrance	Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance	Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance	Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance	Noise from nighttime freight rail operation on northern portion
Pros	Lower capital cost; moderate operating costs; fewer environmental impacts	Moderate capital cost; fewer environmental impacts	Lower capital cost; moderate operating cost; higher ridership	Moderate capital cost; higher ridership	Highest ridership	Lowest capital and operating costs; higher ridership; fewer environmental impacts
Cons	Lower ridership	Lower ridership; highest operating cost	More environmental impacts	Higher operating cost; more environmental impacts	Highest total capital cost; higher operating cost; more environmental impacts	Variability in travel time due to the use of city streets for almost half of the route

¹ Overall route mileage depends on the assumption of a loop at Hawthorne and Sepulveda; the Metro Orange Line has such a loop.

² The range of costs shows the difference between the consultant's cost estimate and typical Metro costs.

³ Ridership was not modeled; figures based upon services with similar operating characteristics and density/demographics.

⁴ Variance depends on traffic conditions on Aviation Blvd. and Hawthorne Blvd.

The order-of-magnitude capital costs include estimates for new track and structures, including stations; new grade crossing protection devices replacing existing systems; and rolling stock. The non-FRA Compliant DMU alternatives assumed a new maintenance facility along the Subdivision at Alcoa Yard in Torrance. All other alternatives assumed maintenance of equipment would be performed at existing facilities. No major acquisitions for right-of-way were assumed. FRA Compatible DMUs can share track with freight rail trains, albeit with significant track reconfigurations. The Non FRA Compliant, LRT and BRT alternatives assumed that freight operations between the Metro Blue Line crossing and the Metro Green Line crossing could be pushed to a late night/early morning window, when transit would not be operating. Aside from the flyover of the Alameda Corridor/BNSF Transcon/Washington Boulevard for the FRA Compliant DMU alternatives, no new grade separations or closures of existing crossings were assumed. LRT's cost of construction would be the highest, more than twice that of most of the other alternatives. The high cost was triggered by the need for a double track alignment, a trench along Aviation Boulevard to the east of the Los Angeles International Airport runways⁴, and elevated structures through Alcoa Yard in Torrance⁵, among other things.

Annual operating costs include the costs of running and maintaining the transit alternatives. The analysis relied on figures developed by the SCRRA, operator of the Metrolink commuter rail service, to calculate the FRA Complaint DMU estimate; and on the North County Transit District, operator of the future Escondido-Oceanside Sprinter DMU service, to calculate the Non FRA Compliant DMU estimates. Cost estimates for LRT and BRT were based on LRT and bus cost figures developed for Metro's 2007 budget. BRT would be the least expensive alternative to implement, since it would make use of city streets on a little under half of its route to and from Torrance. The comparatively high FRA Compliant DMU operating cost estimates were driven by longer routes and higher service-mile costs.

All options have the potential for triggering environmental impacts. These are primarily:

- For the non-FRA Compliant DMU, LRT and BRT alternatives, potential noise impacts in Los Angeles may result from the shift of BNSF freight train operations to a late night/early morning window between the Metro Blue Line crossing and the Metro Green Line crossing; the freight train shift could generate noise impacts just when residents would be trying to sleep. FRA Compliant DMUs, on the other hand, would not require shifting freight traffic to a late night/early morning window, and thus would not be likely to generate additional noise impacts at that time. Nor would freight traffic have to be shifted south of the Metro Green Line crossing, as the Non FRA Compliant DMU, LRT and BRT alternatives would operate on separate facilities (apart from the freight tracks) built on the right-of-way. Thus, none of these alternatives would trigger potential late night/early morning noise impacts in the South Bay Area.
- For the Non FRA Compliant DMU, LRT and BRT alternatives, potential visual impacts to some South Bay residents may result from new track near homes.
- For all DMU alternatives and the LRT alternative, potential safety impacts to some South Bay residents may result from either new trains or new track near homes. Residents there today cross the Harbor Subdivision on foot at a designated pedestrian crossing.

⁴ A trench there likely would be a requirement to prevent the LRT electrified overhead contact system from interfering with airplane navigational systems.

⁵ These structures would provide for total separation of LRT from freight train activities in Alcoa Yard.

NEXT STEPS

Deployment of any of the six transit service alternatives appears feasible between Los Angeles and Torrance on the Harbor Subdivision. However, given the narrow right-of-way width restrictions in various segments, deployment of only one alternative is practical, assuming continuing freight rail use of the corridor. No one alternative stands out as clearly superior through the length of corridor. Each has advantages and disadvantages relative to the others. To further refine which alternative makes the most sense for the corridor, further analysis is recommended.

Elements of further analysis should include a traditional travel demand forecast for each alternative. The ridership forecasts appearing in this analysis were based on what Metro and the SCRRA's Metrolink commuter rail service are generating on services running with comparable headways through comparable land uses.

Another element may include phasing of a transit alternative as well as costing, environmental analysis and a public participation component. For example, it might make sense to implement an alternative in just one segment of the route, where the ridership potential is high and implementation costs are low. If the service proves itself by steadily gaining substantial numbers of riders, the service could be expanded as funding becomes available. Such phasing would maximize the benefits while minimizing the costs.

Other elements to be included in additional analysis would be:

- A formal environmental assessment with public participation component, inclusive of community and local concerns relative to potential noise, visual and safety impacts that may be triggered by the transit alternatives.
- Additional discussions with the BNSF for implementation of alternatives which may require temporal separation of freight and certain transit modes on a shared Harbor Subdivision right-of-way.
- More detailed assessments of station locations, including development of conceptual station plans with parking and/or connecting transit access. Included would be an assessment of capacity at the Downtown 7th Street/Metro Center station, which would service as a northern terminus for the LRT alternative, as well as at LAUS, the northern terminus for the FRA Compliant DMU alternatives.
- Detailed assessments of maintenance facility options. Specifically assessed would be Metrolink's ability to maintain FRA Compliant DMUs at Taylor Yard; Metro's ability to accommodate additional rolling stock at its Carson LRT maintenance facility; and potential construction of a Non FRA Compliant maintenance facility west of Alcoa Yard.
- More detailed capital cost estimates.

From: [REDACTED]
Sent: Tuesday, June 25, 2024 3:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Poor Lighting inside Heavy Rail Trains (B & D lines)

Dear Metro Board,

As a news photographer for KCBS/KCAL, I am always aware of the lighting around me ... even when just riding Metro. All lighting (even the sun) has what's called a "color temperature". You'll notice when you buy light bulbs for your home that you can buy "warm" or "daylight" bulbs. The heavy rail "B" and "D" lines use "warm" light tubes, the light rail lines all use "daylight" lighting tubes. The warm lighting on the heavy rail lines make these trains seem dark and dingy when riding... the daylight lighting on the light rail lines make the trains seem open, airy, and hospitable. Nowhere has it been more evident to me as when I've ridden heavy rail to the 7th Street Station and transferred to a light rail train... All underground, so your eyes can make the even comparison between the two kinds of trains. My ride on heavy rail from Studio City has the complete look of being dark and dingy... As soon as I did my underground transfer at 7th Street to a light rail train, it was like I entered an entirely different world... Light, open and airy... Even a cleaner look (while still underground).

Changing out all the warm lighting tubes on the heavy rail trains to daylight tubes would cost some money, but I believe the more inviting look would have a tremendous psychological effect on heavy rail riders. Also, the daylight lighting might just be less conducive to riders with no destination to sleep for the whole run of a train. I would have said all this in Public Comment at one of your Board Meetings, but I'm always working on Thursdays.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 26, 2024 11:32 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fwd: Thank you for your inquiry Mark

Public Comment - Metro Board

See the response below from Metro. This is unacceptable behavior by your staff.

----- Forwarded message -----

From: communityrelations@metro.net <communityrelations@metro.net>
Date: Wed, Jun 26, 2024 at 11:18 AM
Subject: Thank you for your inquiry Mark
To: [REDACTED]

Hello,

Thank you for your email and interest in Metro's C Line Extension to Torrance project. We have received your comment and added your contact information to our project email list.

Metro will be preparing the Final Environmental Impact Report (FEIR) over the next 18 to 24 months. The FEIR will respond to all public comments from the Draft EIR (for all alignments studied). During this time period, Metro will engage with local cities, advance design and technical analysis, update cost estimates, and refine the Project funding plan.

This spring we updated the list of frequently asked questions and answers based on the recent project updates and prepared summaries of the most recent community engagement events. To access these documents, please go to the [Project Filing Cabinet](#) (Project Dropbox site).

More information can be found on the project website, www.metro.net/clineext.??

Thank you again for your interest in the project.

Metro C Line Extension to Torrance Project

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

From: [REDACTED]
[REDACTED] 25/2024, 4:27 PM
To: communityrelations@metro.net
Cc: michael.webb@redondo.org; jbutts@cityofinglewood.org;
executiveoffice@bos.lacounty.gov; scott.behrendt@redondo.org; boardclerk@metro.net;
zein.obagi@redondo.org; paige.kaluderovic@redondo.org
Subject: Re: Thank you for your inquiry Mark

Metro staff has failed to interpret Mayor Butts's motion correctly and Metro staff has failed to interpret CEQA correctly. Metro Staff added a new and preferred alternative after

comments were concluded for the DEIR. Thus, Metro has affirmatively denied the public the right to comment on the preferred alternative (hybrid).

Metro is deliberately gaming the CEQA process by attempting to deny the right to comment until the FEIR. As Metro staff is well aware, the clock for the FEIR comments is a mere 10 days, which effectively denies any meaningful analysis or input.

It is time for Metro staff to fully incorporate Director Butts's discussion of his motion. Further, it is time for Metro to amend the DEIR and recirculate it for comment to the public.

[REDACTED]

On Tue, Jun 25, 2024 at 12:38?PM communityrelations@metro.net

<communityrelations@metro.net> wrote:

Hello,?

Thank you for your email and interest in Metro's C Line Extension to Torrance project. We have received your comment and added your contact information to our project email list.?

Metro will be preparing the Final Environmental Impact Report (FEIR) over the next 18 to 24 months. The FEIR will respond to all public comments from the Draft EIR (for all alignments studied). During this time period, Metro will engage with local cities, advance design and technical analysis, update cost estimates, and refine the Project funding plan.?

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More information can be found on the project website, www.metro.net/clineext.??

Thank you again for your interest in the project.

Metro C Line Extension to Torrance Project

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

From: [REDACTED]

[REDACTED] 21/2024, 7:00 PM

To: boardclerk@metro.net; greenlineextension@metro.net; gormank@metro.net; communityrelations@metro.net

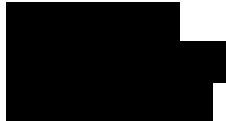
Cc: zein.obagi@redondo.org; paige.kaluderovic@redondo.org; scott.behrendt@redondo.org

Subject: Re: South Bay Area Project Updates

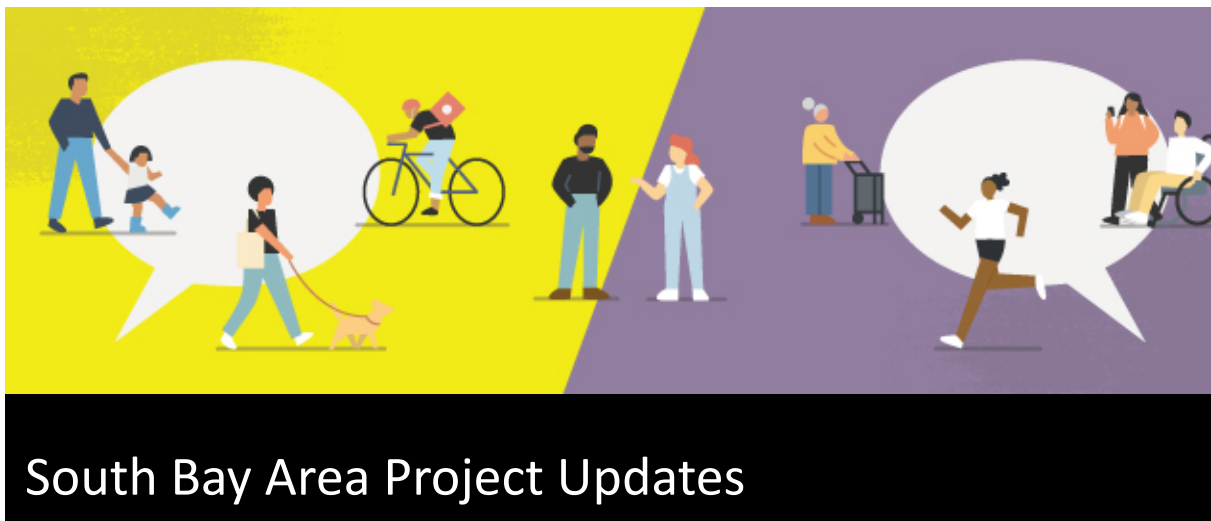
I continue to be very concerned of Metro Staff's error of interpretation of the Greenline motion regarding the Hybrid vs the Hawthorne alternatives guidance. This is especially troubling in light of Director Butts's letter that clarifies both paths are moving ahead in

costing and analysis. Staff appears to be using the Hybrid approach that was rejected by the Directors in favor of the more nuanced Director Butts approach. THIS MUST BE CORRECTED.

Furthermore, Metro Staff has added a never before seen alternative to the DEIR (hybrid) and has as of yet failed to update, study or recirculate the DEIR that the public has been denied the right under CEQA to comment in the DEIR on the hybrid. This too must be corrected.



On Fri, Jun 21, 2024 at 4:32?PM Metro Community Relations <noreply@metro.net> wrote:



Upcoming Meetings

Public Safety Advisory Committee Meeting: Online June 25 at 6PM

| [Full Details](#)

Vermont Transit Corridor Project Design Workshop: June 27 at

6pm | [Full Details](#)

Meeting Wrap Up

Airport Metro Connector Project hosted a community meeting on June 20 to provide updates on construction of the Airport Metro Connector Project (LAX/Metro Transit Station). | [Recording](#) and [PDF](#)

Project Updates

Rail to River Corridor Project: Active Work Notices | [Full Details](#)

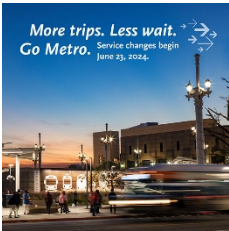
Vermont Transit Corridor: Metro has been hosting workshops to gather input on a proposed 12.4-mile light rail line in the Vermont Corridor, stretching from Hollywood Boulevard to 120th Street. Often referred to as "light rail on rubber tires," Bus Rapid Transit lines feature dedicated lanes, busways, traffic signal priority, and more. Metro emphasizes that community input will ensure safe and comfortable experiences for customers. The route will connect commuters to destinations like Hollywood, USC, and Koreatown, and link with the B, C, D, and E rail lines. The project is funded by \$425 million from Measure M, approved in 2016. | [Full Details](#)

Metro Updates

Meet Our Metro Ambassadors



Metro Ambassadors are here to support riders on Metro buses, trains and stations, connect you to resources and report maintenance and safety concerns. Metro Ambassadors are one part of our multilayer plan to improve public safety, combined with a team that includes security & law enforcement, homeless and mental health outreach workers and cleaning crews. | [Full Details](#)



New Metro Schedule Starts on June 23?

Starting June 23, we're enhancing bus and rail services with more frequent and reliable rides. Key changes include extended routes for Lines 217 and 267, increased frequency on multiple lines, and updated schedules. Check the Metro MyBus tool and find new timetables on buses and at Metro Customer Centers starting June 10. | [Full Details](#)



Join The Facebook Group

The project Facebook pages have been closed out and replaced with Facebook Groups for each of the Los Angeles Regions in the county. Join the conversation on the South Bay Facebook Group by visiting <https://www.facebook.com/groups/metrosouthbay>

Project Links

Airport Metro Connector | [Project Webpage](#)
I-105 Express Lanes Project | [Project Webpage](#)
I-405 between Wilmington and Main | [Project Webpage](#)
Long Beach-East LA Corridor Mobility Investment Plan | [Project Webpage](#)
Metro C Line Extension | [Project Webpage](#)
Rail To Rail Active Transportation Corridor Project (Segment A) |

[Project Webpage](#)

Vermont Transit Corridor | [Project Webpage](#)



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This email was sent to
menelson@gmail.com

From: [REDACTED]
Sent: Wednesday, June 26, 2024 4:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - Regular Meeting - June 27, 2024 - Dr. Daniel Lee

Hello Metro Board of Directors

I am writing both in support of the Metro Ambassadors Program and with a caution. Unlike, the increased presence of law enforcement, Metro Ambassadors have made riders feel safer from day-to-day and more confident when they explore new locations across the county. The Ambassadors themselves, however, are in a precarious position. Because they work for a third-party company and not Metro directly they do not receive the benefits that many other unionized metro jobs do. As such, low income workers are exploited, and formerly incarcerated workers are threatened and asked to do more than their assigned tasks. Instead of investing more money in law enforcement solutions that harass and criminalize youth, unhoused and BIPOC riders the Ambassadors program should be brought in-house and supplemented with case workers who can connect riders with unmet needs to housing and services. These changes plus the additional step of making all metro buses and trains permanently FREE may seem expensive but these moves are far less costly than providing funding for an increase in or for the creation of a new unit of law enforcement and the inevitable lawsuits that will follow.

[REDACTED]

June 2024 RBM Public Comments – Item 2

From: [REDACTED]
Sent: Wednesday, June 26, 2024 7:16 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>
Subject: Comments on minutes for Board of Director's meeting for June 27, 2024

Good morning:

This is Dr, Osborne, the retired engineer from Redondo Beach.

I spoke at the last Board of Director's meeting a month ago, but it was before Metro made their presentation on the Green Line. A number of troubling comments were made; and I feel it is necessary to set the record and the minutes straight, particularly as they pertain to the Lawndale area.

Figure 1 **shows the current configuration of the freight line.** Lots of Green space, lots of shade, so vitally necessary with increasing temperatures due to climate change.

Figure 2 shows how the **freight track will be moved** with the Hybrid ROW. It will be closer to the homes on Condon. The so called "**path area**" that Metro presented as a "benefit" is a poor trade for the loss of the much wider expanse of shade and green space.

Figure 3 **shows the location of the additional two tracks of the LRT.** I have not attempted to define it more than that, because there are so many missing and erroneous figures in the DEIR in that area. Metro needs to realize that the ROW is not wide enough.

This cannot be fixed. Please spend your energy on putting the LRT (elevated) on the commercial corridor of Hawthorne Boulevard.

I invite you all to come out to the ROW and see this for yourself. A couple of you have, thank you so much.

Thank you

[REDACTED]

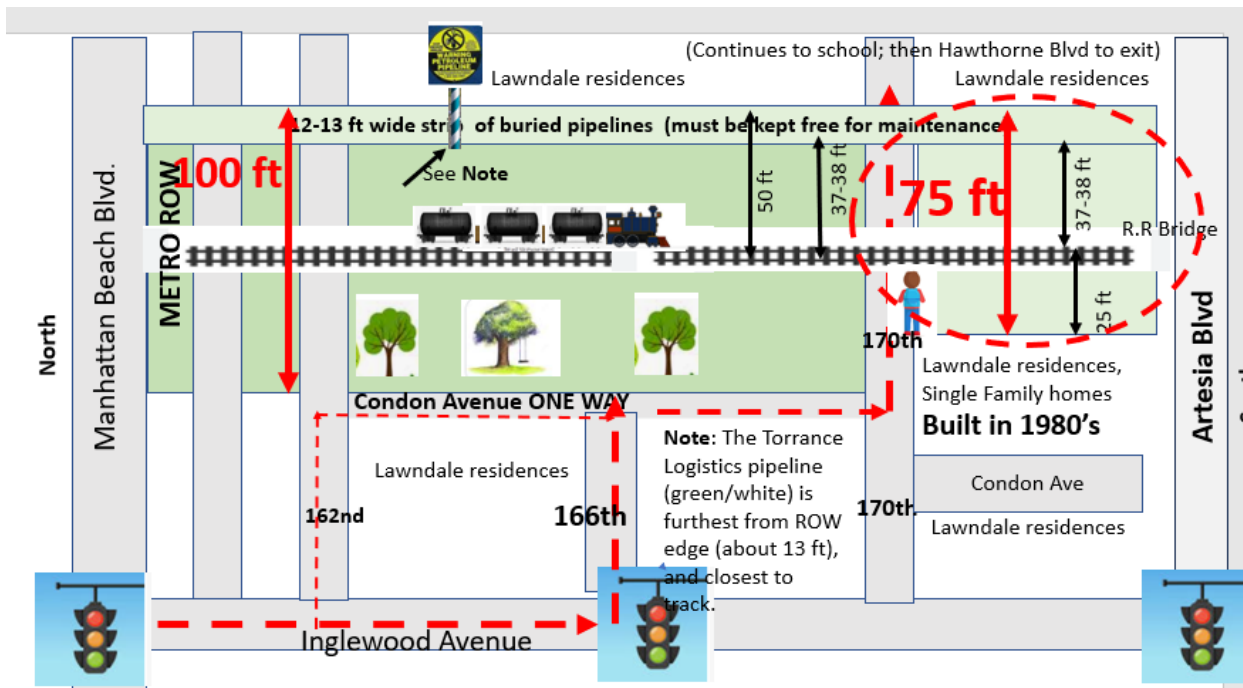


Fig. 1. Follow the red dashed lines for your self-guided drive thru!

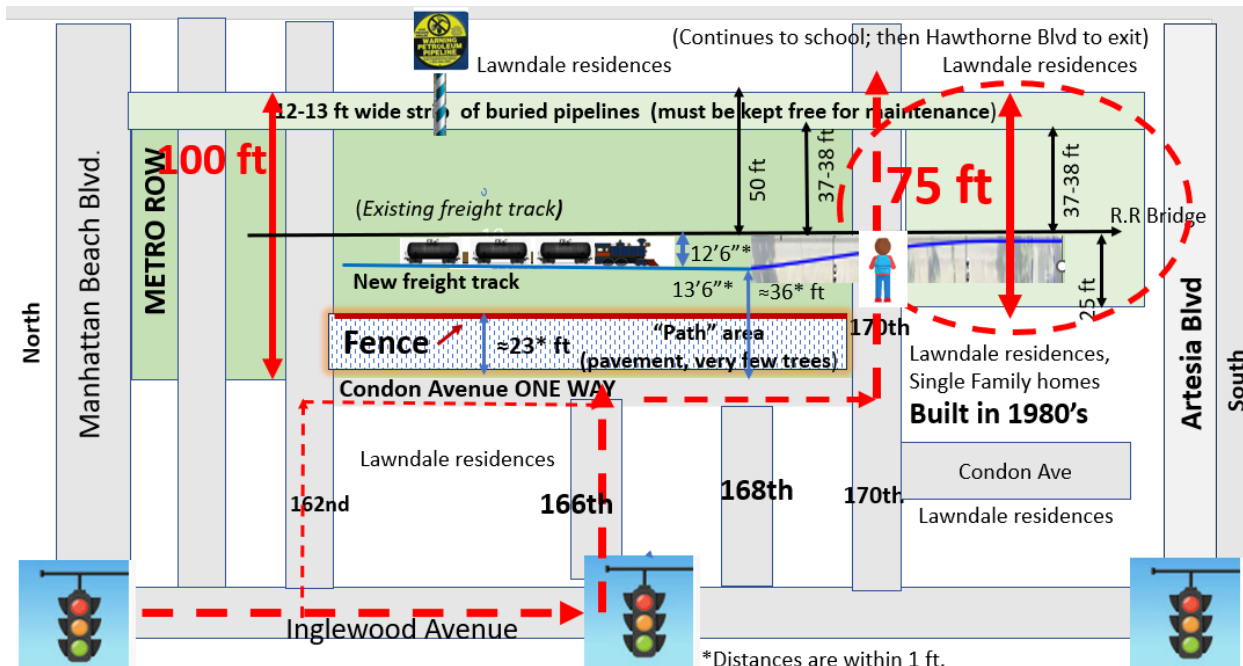


Fig. 2. Lawndale, freight train for Hybrid ROW, showing "path" area.

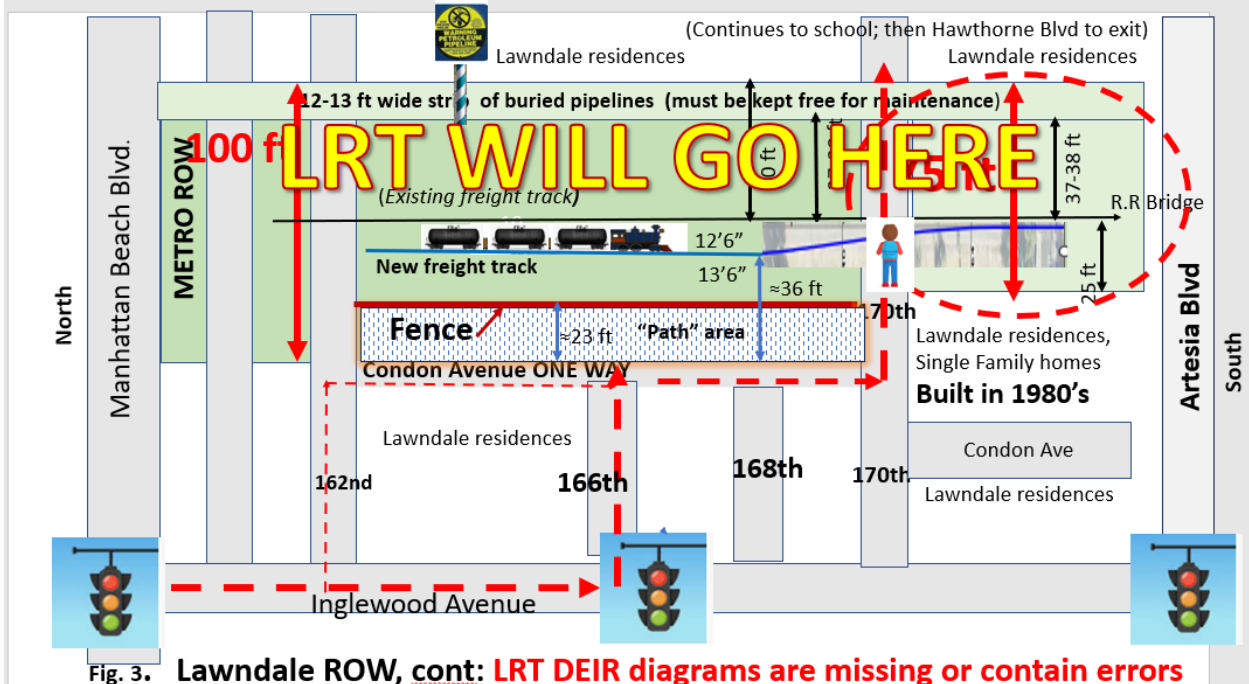
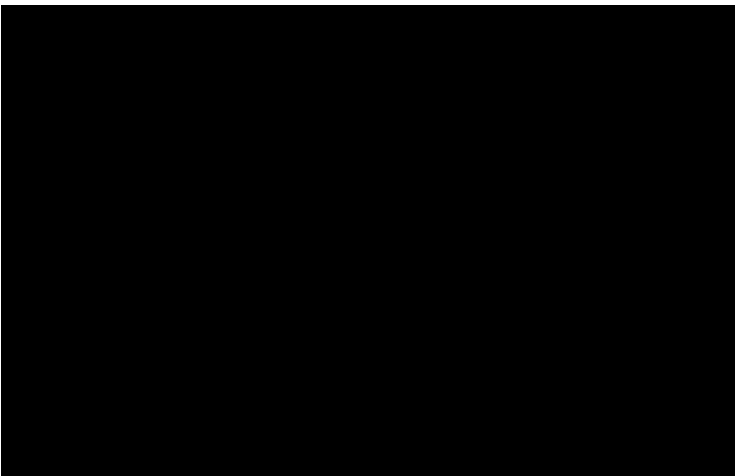


Fig. 3. Lawndale ROW, cont: LRT DEIR diagrams are missing or contain errors



June 20, 2024

The Honorable Karen Bass
Chair, Los Angeles County Metropolitan Transportation Authority (Metro)
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Bass:

BikeLA is in strong support of Metrolink's proposed October 2024 schedule change, which will be presented to the Los Angeles Metro Board of Directors for approval. The proposed schedule promises to significantly expand access to passenger rail service across Southern California, improving the overall passenger experience and making Metrolink a more attractive alternative to driving.

Transportation plays a significant role in creating and maintaining inequality in our region. Our freeways and goods movement infrastructure place disproportionate air quality burdens on low-income communities of color while often failing to meet the mobility needs of those same communities, who are more likely to rely on walking, biking, and transit as primary forms of transportation. The lack of investment in safe and accessible networks for walking and biking supported by public transit is particularly acute in low-income communities of color, which have the highest rates of traffic injuries and fatalities. BikeLA recognizes our role in shaping regional policy to address these disparities and advocates for intentional policies to address inequity.

The proposed changes include increasing the number of train trips on the Orange County Line from nine (9) to fifteen (15) and introducing a clock-face schedule, with trains departing at consistent intervals throughout the day. This change is crucial for enhancing the passenger experience, making it easier for riders to plan their journeys and boosting ridership, particularly during off-peak periods where Metrolink has the highest potential for ridership growth.

Similarly, the 91/Perris Valley Line will see an increase from five (5) to seven (7) trips, also

adopting a clock-face schedule. This increased service level surpasses pre-pandemic levels and demonstrates Metrolink's commitment to evolving from a commuter train service to a passenger rail service. These enhancements provide Southern California residents with more reliable and frequent alternatives to driving, especially along destination-rich corridors such as the Orange County and 91/PVL Lines which operate through the City of Pico Rivera.

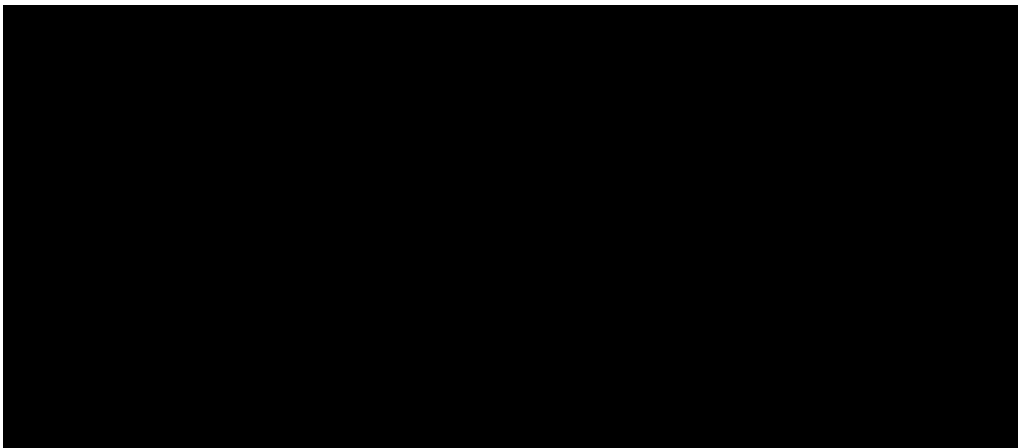
The intercity commuter rail corridor that connects Los Angeles Union Station to Anaheim in Orange County and the Perris Valley in Riverside County currently operates through but does not stop in the City of Pico Rivera. Metrolink's OC Line and the 91/PVL Line, Amtrak's Pacific Surfliner and Southwest Chief, and eventually California High Speed Rail operate through this corridor. In partnership with LA Metro, a feasibility study has been initiated to strategically plan and develop a new station in Downtown Pico Rivera, integrating Pico Rivera into the Southern California commuter railroad network, supporting a multi-modal future that includes passenger rail, light rail, bus rapid transit, and regional bikeways. By adopting the proposed October 2024 schedule, the feasibility study team can demonstrate much greater ridership growth potential with a station in Pico Rivera.

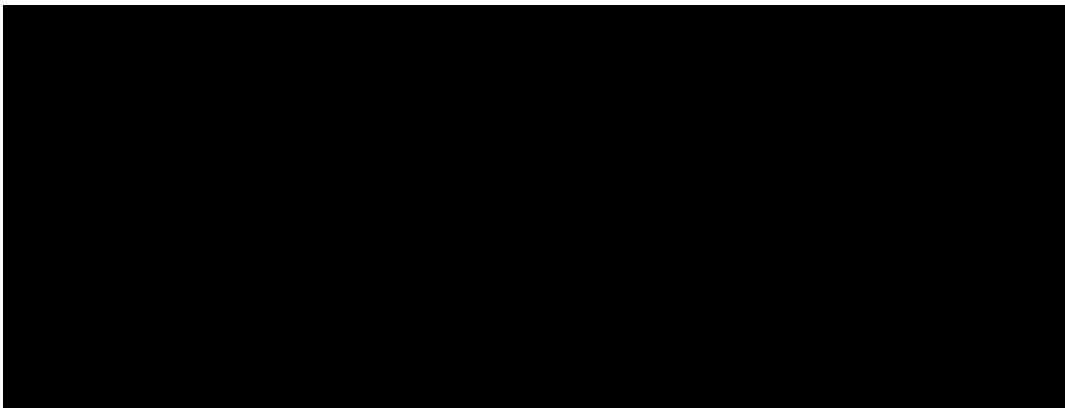
The proposed October schedule aligns perfectly with Pico Rivera's long-range strategic plans, which emphasize building transit-oriented communities and providing reliable transportation alternatives. These efforts are essential to meeting and exceeding statewide goals for reducing vehicle miles traveled and greenhouse gas emissions. Moreover, our plans are consistent with the principles outlined in the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, aiming to connect Southern California residents to employment, educational, and recreational opportunities with frequent service across the region.

We urge you to approve the proposed October 2024 schedule change, which will significantly benefit the residents of Pico Rivera and the broader Southern California region.

Thank you for your consideration.

Sincerely,





June 11, 2024

The Honorable Karen Bass
Chair, Los Angeles County Metropolitan Transportation Authority (Metro)
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Bass:

On behalf of the City of Pico Rivera, I write to express our strong support for Metrolink's proposed October 2024 schedule change, which will be presented to the Los Angeles Metro Board of Directors for approval. The proposed schedule promises to significantly expand access to passenger rail service across Southern California, improving the overall passenger experience and making Metrolink a more attractive alternative to driving.

The proposed changes include increasing the number of train trips on the Orange County Line from nine (9) to fifteen (15) and introducing a clock-face schedule, with trains departing at consistent intervals throughout the day. This change is crucial for enhancing the passenger experience, making it easier for riders to plan their journeys and boosting ridership, particularly during off-peak periods where Metrolink has the highest potential for ridership growth.

Similarly, the 91/Perris Valley Line will see an increase from five (5) to seven (7) trips, also adopting a clock-face schedule. This increased service level surpasses pre-pandemic levels and demonstrates Metrolink's commitment to evolving from a commuter train service to a passenger rail service. These enhancements provide Southern California residents with more reliable and frequent alternatives to driving, especially along destination-rich corridors such as the Orange County and 91/PVL Lines which operate through the City of Pico Rivera.

The intercity commuter rail corridor that connects Los Angeles Union Station to Anaheim in Orange County and the Perris Valley in Riverside County currently operates through but does not stop in the City of Pico Rivera. Metrolink's OC Line and the 91/PVL Line, Amtrak's Pacific Surfliner and Southwest Chief, and eventually California High Speed Rail operate through this corridor. In partnership with LA Metro, a feasibility study has been initiated to strategically plan and develop a new station in Downtown Pico Rivera, integrating Pico Rivera into the Southern California commuter railroad network, supporting a multi-modal future that includes passenger rail, light rail, bus rapid transit, and regional bikeways. By

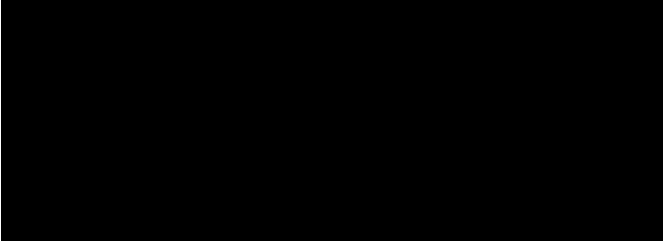
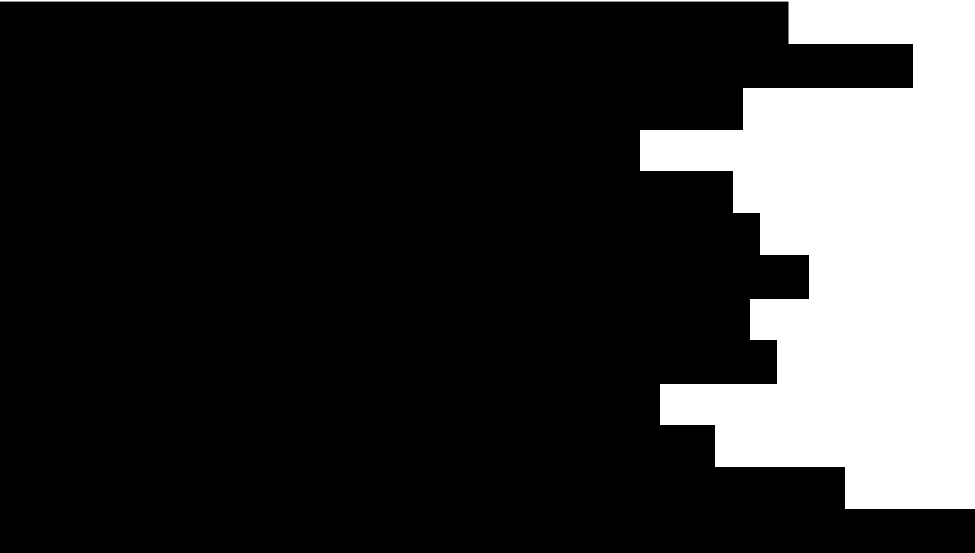
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We urge you to approve the proposed October 2024 schedule change, which will significantly benefit the residents of Pico Rivera and the broader Southern California region.

Thank you for your consideration.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.A small black square redaction box, likely covering a bullet point.A large black rectangular redaction box covering a list of items, with the text visible behind it appearing as a series of horizontal bars of varying lengths, suggesting a bulleted list.



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

June 26, 2024

Re: Opposition to Transit Police Department Implementation Plan (2024-0169) and Proposed Mass Surveillance Technology (2024-0306)

Dear Mayor Karen Bass,

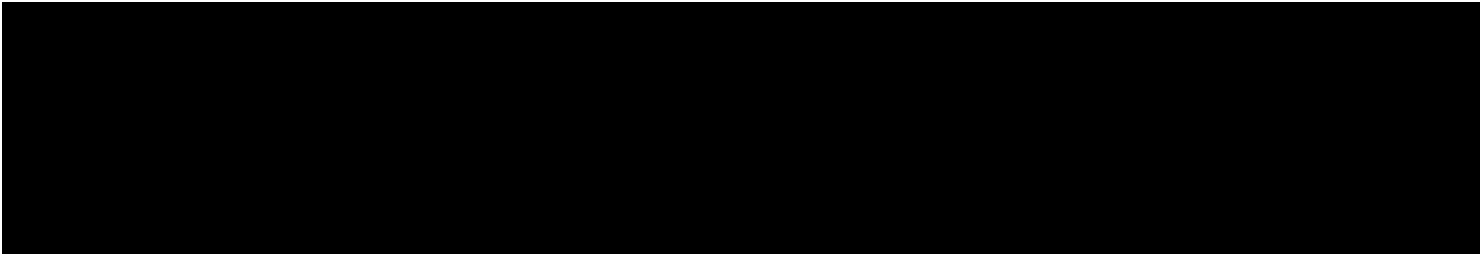
The ACLU Foundation of Southern California is deeply disturbed by the plans recently released by Metro that would, if implemented, commit the agency to massive public investments in invasive surveillance technologies and institutionalize failed efforts to police our way to safety. In contrast, Metro’s new ambassador program saves lives and makes riders feel safer. The agency should not squander its limited resources on security theater when ambassadors produce real results at lower cost. As detailed in this letter, we urge the agency to prioritize long overdue safety strategies¹ on public transit called for by ACT-LA² and to reject any future plans that spend limited funds on policing and surveillance.

Just days ago, Metro’s Chief Executive Officer Stephanie N. Wiggins released a plan for the agency to spend more than \$1 billion over six years to maintain a daily average of 193 pairs of transit police officers on the transit system and recommended the Board create a new transit police department to employ them. These police officers will not be an “engaged, visible presence” as claimed; they will be dispersed in pairs over 2,000+ buses and train cars traversing a transit service area larger than the land mass of many countries.³ Simultaneously, CEO Wiggins reported that the agency will present plans to the Board for Metro to deploy facial recognition technology with full-body scanners that can see under clothing, integrated with AI

¹ <https://www.act-la.org/metro-as-a-sanctuary/>

² <https://medium.com/@ACTLA/three-ways-metros-police-dollars-would-be-better-spent-a55a3f2e5404>

³ <https://boardagendas.metro.net/board-report/2024-0169/>



algorithms that Metro positively notes “generates vast amounts of data on passenger movements.”⁴

The agency is aware that neither police nor surveillance are able to provide the outcomes that riders have demanded for decades. According to CEO Wiggins’ report: “[T]he majority of incidents on the Metro system are related to quality-of-life issues. These issues include people who are experiencing homelessness and are sheltering on the system, untreated mental illness, and an opioid epidemic, which require a different approach than traditional law enforcement methods typically provide.” How will a police department house these people? Or treat their mental illnesses? Or support them through their addictions? How does the deployment of invasive face recognition systems respond to these crises? What will artificial intelligence do to intervene positively in these individuals’ lives? Metro leadership certainly cannot answer these questions. Nor can we, since no one can plausibly believe new surveillance networks or police officers can address most of these issues.

It seems clear, therefore, that the true purpose of this retrenchment toward failed policing strategies of the past is less about resolving the causes of these social ills and more to do with easing the anxieties of some riders at the expense of others. Frankly, the agency’s commitment to failed strategies suggests it values appeasing influential police advocates in the media over real safety. With the release of the new plan, future claims made by the agency that it meaningfully supports care-based responses to social issues above security theater may be, understandably, treated with skepticism.

A central function of a transit agency is to provide comfortable and reliable trips for its passengers. By nature, transit agencies have long served the public as technological innovators and investors in new solutions that solve long-standing mobility problems. Solutions to complex problems depend on “bold leadership and action,” along with “innovative approaches to address our current and future needs.”⁵ Metro has an opportunity to pivot from police-led strategies that for decades have failed to produce promised results, and instead allocate resources toward newer, well-researched, and more innovative programs that actually work.

Chief among them is the Metro Transit Ambassador program. This program has produced remarkable results despite its low budget allocation. In less than two years, ambassadors have saved over 215 lives and helped over one million people by the agency’s own count.⁶ The program is markedly popular with riders: almost two-thirds of riders report that ambassadors make them feel safer and want to see more of them, according to a pilot program evaluation.⁷

⁴ <https://boardagendas.metro.net/board-report/2024-0306/>

⁵ <https://libraryarchives.metro.net/dpgtl/longrangeplans/2020-long-range-transportation-plan.pdf>

⁶ <https://thesource.metro.net/2024/05/30/why-our-metro-ambassadors-do-what-they-do/>

⁷ <https://boardagendas.metro.net/board-report/2023-0433/>

In contrast, Metro does not need to guess at what results an in-house police department would produce. The agency's former transit police department, disbanded thirty years ago, proved "costly, questionable in effectiveness, and complicated to manage," according to a 1996 assessment by Metro staff analysts.⁸ While in operation, it prided itself on mass low-level arrests by undercover officers in its GHOST team (Graffiti Habitual Offenders Suppression Team),⁹ and during its lifetime, riders did not report feeling any safer or more comfortable riding transit than they do today.

Likewise, the agency knows, or should know, that its proposed mass surveillance systems would be a privacy and civil rights disaster, and that its claim to "address privacy and civil liberty concerns through open dialogue and engagement with community stakeholders" is not credible.¹⁰ No amount of community engagement can offset the enormous potential for abuse associated with police possession of real-time and historical data about everyone's innocuous trips. For example, an audit of the 320 million images collected by the Los Angeles Police Department through its automated license plate readers found that a disturbing 99.9 percent "came from vehicles that were not on a list of those involved in criminal investigation."¹¹ As the ACLU SoCal has stated in the past, it is unacceptable to force transit riders to choose between their physical privacy and their basic mobility "in exchange for an indeterminate amount of protection against a statistically unlikely threat."¹²

Metro's plans to deploy and expand its surveillance capabilities suggest that it has been seduced by speculative claims that surveillance and artificial intelligence can create the public safety outcomes Metro claims it needs this technology for. It claims without evidence that "AI algorithms" combined with "video feeds" can detect "suspicious behaviors, such as unattended bags, static movement, or erratic movements." Metro concedes that these systems will generate "vast amounts of data on passenger movements, security incidents, and operational efficiency," and again claims without evidence that this data will allow it "to make informed decisions, optimize resource allocation, and enhance system performance." How exactly does "vast" amounts of rider data allow Metro to do this any better than the systems Metro currently has to diagnose operational concerns in the system? Do riders need to sacrifice their privacy for Metro to understand that they want sheltered transit stops, trains that run on time, and expanded bus service?

Considering the above, we urge the agency to spend the funds being considered for in-house officers to instead expand the already successful ambassador program by raising their number from 300 to 2,300 ambassadors. Rather than investing in failed policing strategies of yesteryear, Metro should commit to supporting non-carceral and non-punitive solutions to public safety.

⁸ https://boardarchives.metro.net/Items/1996/09_September/other_A_0939.pdf

⁹ <https://www.youtube.com/watch?v=X9oIMlvjhOQ>

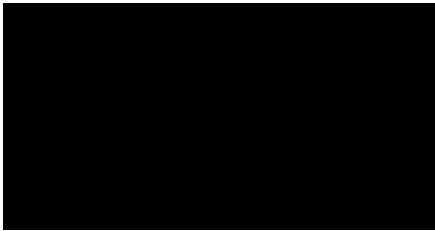
¹⁰ <https://boardagendas.metro.net/board-report/2024-0306/>

¹¹ <https://www.latimes.com/california/story/2020-02-13/privacy-risks-automatic-license-plate-readers-lapd>

¹² <https://www.latimes.com/opinion/op-ed/la-oe-tajsar-metro-body-scanners-20180831-story.html>



■ [Redacted text]



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

June 26, 2024

Re: Opposition to Transit Police Department Implementation Plan (2024-0169) and Proposed Mass Surveillance Technology (2024-0306)

Dear Mayor Karen Bass,

The ACLU Foundation of Southern California is deeply disturbed by the plans recently released by Metro that would, if implemented, commit the agency to massive public investments in invasive surveillance technologies and institutionalize failed efforts to police our way to safety. In contrast, Metro’s new ambassador program saves lives and makes riders feel safer. The agency should not squander its limited resources on security theater when ambassadors produce real results at lower cost. As detailed in this letter, we urge the agency to prioritize long overdue safety strategies¹ on public transit called for by ACT-LA² and to reject any future plans that spend limited funds on policing and surveillance.

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Considering the above, we urge the agency to spend the funds being considered for in-house officers to instead expand the already successful ambassador program by raising their number from 300 to 2,300 ambassadors. Rather than investing in failed policing strategies of yesteryear, Metro should commit to supporting non-carceral and non-punitive solutions to public safety.

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¹⁰ <https://boardagendas.metro.net/board-report/2024-0306/>

¹¹ <https://www.latimes.com/california/story/2020-02-13/privacy-risks-automatic-license-plate-readers-lapd>

¹² <https://www.latimes.com/opinion/op-ed/la-oe-tajsar-metro-body-scanners-20180831-story.html>

Sincerely,

A handwritten signature in black ink that reads "Asiyahola Sankara". The signature is written in a cursive style with a large initial 'A'.

Asiyahola Sankara
Equal Justice Works Fellow

CC: Offices of the Metro Board of Directors
CEO Stephanie Wiggins

25 June 2024

The Honorable Karen Bass
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Letter of Support – Ride Safe LA

Dear Chair Bass and Directors:

The Transit Coalition (TTC) expresses support for our new initiative, Ride Safe LA, a coalition dedicated to achieving Vision Zero: zero deaths and minimal violence on Metro. TTC expresses strong support for the Transit Community Public Safety Department (TCPSD) Implementation Plan.

Metro’s identification of challenges—lack of policy alignment, operational control issues, and escalating costs—highlights the critical need for an in-house public safety team. TCPSD promises enhanced accountability through key performance indicators and a Civilian Review Committee, ensuring transparency and building trust with riders and stakeholders.

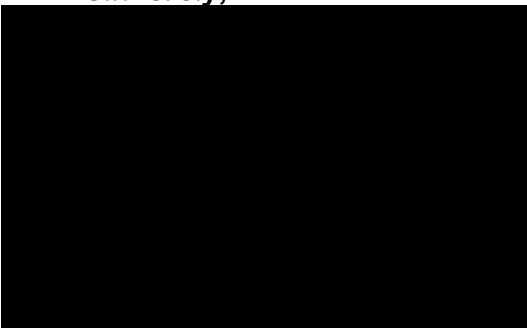
The proposed four-week training program for TCPSD officers, emphasizing cultural competency, de-escalation techniques, and community policing, is tailored to meet the unique needs of Metro’s diverse ridership. This approach will not only improve safety but also foster positive interactions that enhance the overall rider experience.

The zone-based deployment model will strategically allocate resources to increase visibility and build relationships across Metro’s network. By allowing officers to move seamlessly across jurisdictional boundaries and prioritize engaged visibility, TCPSD will proactively address safety concerns and provide timely assistance to riders and employees alike.

Metro’s commitment to TCPSD reflects a proactive stance toward maintaining safety, professionalism, and community engagement within our transit system. By establishing TCPSD, Metro can ensure a consistent, people-first approach to public safety that aligns with our shared goal of providing a safe and reliable transit experience for all riders.

The Transit Coalition strongly urges Metro to proceed with the TCPSD Implementation Plan, as it represents a significant step toward creating a safer and more resilient transit system that supports the needs and expectations of Metro riders.

Sincerely,




June 2024 RBM Public Comments – Item 40

From: [REDACTED]
Sent: Wednesday, June 26, 2024 4:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 40-creation of a Transit Community Public Safety Dept.

My name is Marlene Grossman. I am past chair and now a volunteer board member of Move LA. I urge the board to consider establishing the Transit Community Public Safety Department. We all want to see a transit system that is safe, clean, frequent, and reliable. I know that there is much concern about the recent violent activity impacting transit riders and Metro staff. The current contract arrangement with law enforcement is not fiscally prudent and sufficiently flexible for Metro to keep its customers and staff safe. There must be a better way. I support Item 40 on the agenda to create a Metro police force to be able to hire and train personnel, implement policies approved by the Board and supported by riders, create a customer- and care-centered culture, and keep riders safe. Other large transit operators in the United States have similar Public Safety Departments. I think civilian oversight is important and ask that **Metro's Public Safety Advisory Committee** be that body.

Thank you,
[REDACTED]



June 24, 2024

Via Email

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

Dear Metro Board of Directors:

In keeping with our previous letter to the Metro Board of Directors concerning TAP Plus which was scheduled as an action item for the May 23rd Board Meeting but has been carried over to the June 27th meeting due to lack of a quorum; I would like to reaffirm that the Los Angeles County Municipal Operators Association (LACMOA) municipal transit agencies (MUNIS), support TAP Plus, item 41 for your consideration at the June 27, 2024 Board Meeting.

The current regional fare collection system is the result of a long and collaborative process developed over the last 15 years and has consistently served the needs of all our customers and is well regarded among the agencies. TAP provides a seamless fare payment system which gives customers the ability to ride all our systems throughout the county, easily and efficiently.

We are looking forward to the TAP Plus upgrade as it will provide open payment and an account-based system, which will expand our ability to accept more types of fare media such as credit/debit cards and remove the need to load funds on-to TAP cards. These new features are vital as we prepare to transport visitors to the 2028 Olympic venues that are in our various service areas.

Sincerely,





June 26, 2024

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

Dear Metro Board of Directors:

On behalf of Long Beach Transit (LBT), I am sending my support for TAP Plus, item 41 for your consideration at the June 27th Board meeting.

LBT carries 17 million annual boarding customers across 14 cities in the southeastern Los Angeles County and northwestern Orange County and has been a participant of the regional TAP program since 2014. TAP offers a seamless fare payment system which gives customers access to travel throughout Los Angeles County easily and efficiently across multiple transit agencies.

TAP Plus expands on the current system by offering capabilities to access open payment and account-based programs including debit and credit cards, which will increase accessibility to customers and visitors especially as the region prepares for the upcoming World Cup and Olympic events.

Sincerely,





June 11th, 2024

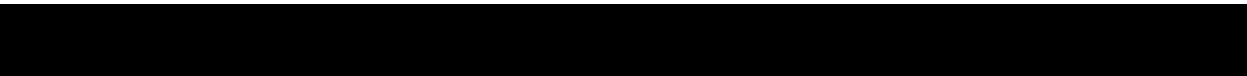
RE: Agenda Item #14: TAP Plus

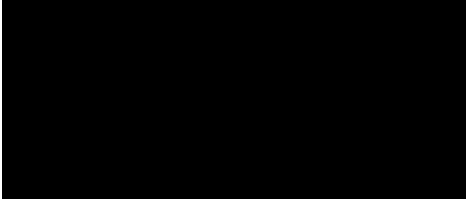
To the Metro Board:

On behalf of Masabi, a leader in fare payments technology, I'm writing to urge the Board to de-scope QR code ticketing from TAP Plus and fast-track a separate procurement in 2024 that will demonstrate interoperability between the incumbent and unaffiliated third parties. This enables the delivery of a more robust and fully functioning TAP Plus offering.

Masabi is thankful to see elements of our program suggestions healthily debated, and ultimately included, into the TAP Plus package. LA Metro continues on the right path to better engage the public and ensure that TAP Plus functionality addresses the needs of all Angelenos. For example, QR ticketing is a vital solution that can resolve matters seen as underrepresented in TAP Plus. This includes the acknowledgment and fulfillment of ticketing for riders that are unbanked, disabled, receiving subsidies and/or are technologically disadvantaged.

TAP Plus will bring the promise of open payments and account-based ticketing to LA, which ultimately serves the banked well. More can be requested from staff to round out the TAP Plus offering and ensure that non-technological and accessible means of ticketing are also supported. QR ticketing provides the right coverage to support those rider groups often forgotten in high-tech projects. By accelerating a QR ticketing RFP in 2024, Metro can better ensure the following:

1. Facilitating equity distribution through printable and/or other non-digital means, such as QR tickets to support family travel or printing QR codes on EBT (concession) cards for subsidized travel
 2. Confirming demonstrable interoperability between the incumbent and third parties, ensuring QR integration is treated as a coordinated package in the TAP Plus program
 3. Hedging for any unplanned delays to the launch of TAP Plus functionality in time for the World Cup 2026 and Superbowl 2027
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4. Allowing for the possibility of one QR ticket that can connect all riders, including those most in need, from the city through to the suburbs on Metrolink and/or LAWA services

Masabi feels we are well-placed to provide this guidance as a proven leader in QR ticketing for Tier-1 cities like LA. In fact, our work is highlighted in the Board report as Metrolink's vendor. We also recently partnered on a pilot program with Metro itself via a US Department of Transportation SMART grant to provide LA passengers with the opportunity to effortlessly ride the Metro and visit the LA Philharmonic's Hollywood Bowl Summer Music Program. This event ticketing project was accelerated and delivered in a matter of weeks, not years. Region-wide QR ticketing is a more complex endeavor though and would require a 2024 start with the TAP team, the incumbent and key stakeholder groups to deliver in time for the major games.

In closing, an accelerated RFP for QR code ticketing in 2024 is vital to test the interoperability between the incumbent and third parties before the World Cup, Super Bowl and Olympics. This early stress test of TAP Plus will provide Metro with better fare product representation overall and also real-time information to staff and Board on how scaling out TAP Plus can work in practice. Choosing the right vendor ecosystem now opens up the next decade of continuous innovation, while providing best-fit products for all Angelenos. A QR code ticketing RFP is the best test for TAP Plus interoperability, while minimizing any impact to the program timeline.

Thank you for your time and consideration.

Sincerely,



June 2024 RBM Public Comments – Item 41

From: [REDACTED]
Sent: Thursday, June 20, 2024 10:21 AM
To: Ramos, Dolores <RamosD@metro.net>
Subject: Re: Support of Metro TAP Plus Program

Greetings Metro Board members, and staff,

Unfortunately I am unable to attend the meeting in person, but am writing to express my support for the proposal for the enhanced TAP program, "TAP plus". At its July meeting, the San Fernando Valley Service Council received a presentation on this topic and my colleagues and I were very happy to hear about the enhancements.

Adoption of TAP has been a long process and a steep learning curve for many riders, but the upgrades proposed in "TAP Plus" will facilitate the ongoing conversion to electronic fare collection. In particular, I cite the following benefits:

Convenience - especially for new or casual riders. Many people do not know how or where to purchase a plastic TAP card, especially if they are riding bus and not rail. This will avoid the effort of having to find a place to get one! It will also be one less card for people to keep track of .

It will allow riders who have not been able to purchase the plastic TAP card to still access the benefits of riding with TAP.

It will save money and keep plastic from our landfills.

Adoption of the enhancements will be a boon to visitors, new and casual riders who are trying out our system for the first time. This will be of particular importance in preparation for the coming major events in the next few years. I encourage you to approve this proposal.

Thanks for your consideration of this enhancement,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 26, 2024 7:14 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: AGAINST item 41 TAP plus Board Meeting 6/27/2024

Board members,

I'm a daily bus and train rider and urge you not to execute the contract modification with Cubic.

The TAP system outage this week illustrated that Cubic is a hinderance on the community and their access to equitable transit.

The cost of TAP system operation and development is so high that fare collection only serves to keep Cubic in business. It does not positively impact our transit system and is a drag on future development.

Credit and debit card processing adds even more fees to a bloated system.

Our most vulnerable angelenos should not be forced to bootstrap this company.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 26, 2024 10:47 AM

To: Board Clerk <BoardClerk@metro.net>; Tim.Sandoval@pomona.gov; kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; HollyJMitchell@bos.lacounty.gov; Ara Najarian <anajarian@glendaleca.gov>; Sandoval, Timothy <SandovalT@metro.net>; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; Luke Klipp <LKlipp@bos.lacounty.gov>; Dave Perry <dperry@bos.lacounty.gov>

Cc: Marisa Perez <mperez@gatewaycog.org>; mbohlke@sbcglobal.net; Randall Winston <randall.winston@lacity.org>; Justin Orenstein <jorenstein@bos.lacounty.gov>; doug.mensman@lacity.org; Young-Gi Harabedian <ygharabedian@sgvcog.org>; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; lantzsh10@gmail.com; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Fish, Bryan Bubba <BFish@bos.lacounty.gov>; jarrett.thompson@lacity.org; andrew.deblock@lacity.org; Tina Backstrom <tina.backstrom@lacity.org>; benjamin.feldman <bfeldman@bos.lacounty.gov>; Kidada Malloy <kidada.malloy@lacity.org>; Englund, Nicole <EnglundN@metro.net>; Wiggins, Stephanie <WIGGINSS@metro.net>; Brandon.Wilson@lacity.org; Chaudhari, Manish <ChaudhariM@metro.net>

Subject: Item 41 (TAP Plus File #: 2024-0319): June 27 Regular Board Meeting

To the Metro Board and Board Staff:

Last month Move LA asked that you do not approve the recommendations by staff on the TAP Plus single-source contract with Cubic. We expressed concerns about 1) the lack of transparency in the process, 2) inter-operability in the contract, 3) and accountability over the contractor.

In the past month, after the Item was not heard at the Regular Board meeting, Move LA has had conversations with multiple stakeholders, from riders to community organizations. **First, we want to express our deep appreciation to the TAP Team, who not only invited us to the TAP offices to see firsthand their testing facility but also made a strong commitment to conducting real community outreach on the TAP Plus proposal.** Their efforts have ensured that diverse community voices were heard and considered in this process. The TAP Team attended Move LA's Policy Conference and provided information on TAP Plus to attendees, and conducted outreach at Metro's Service Councils, Move LA's Aging and Disability Transportation Network, the LIFE Administrators, at CicLAvia in South LA, at a June 18th virtual briefing for Move LA and other community organizations, and at several other community meetings with key constituencies.

Second, we strongly advocated for TAP to 'future-proof' the system with this contract by allowing maximum interoperability and reducing vendor lock-in. **As we understand it, the proposed account-based, cloud-hosted system that is part of the TAP Plus upgrade is the keystone for allowing interoperability.** This includes the continued use of a Metro-run CRM system rather than a priority system controlled by the proposed vendor so that TAP does not share valuable user data with a private company, QR codes/readers to increase ease of use and interoperability with other platforms/contracts, software that allows for third-party validator hardware, and the ability to

develop a “master app” that consolidates all Metro products into a more seamless experience for transit users.

Lastly, we requested that penalties/damages be linked to more specific milestones and system performance. We suggest that the final contract language and price be brought to the Board for review and approval in 60 days so that date-specific timelines and performance metrics can be met with transparency and accountability. This ensures that public dollars from Measure R and M are spent effectively.

Ultimately, we believe that this Item should move forward. Rest assured, we will continue to track it closely and look for future briefings, board updates, and an RFI/RFP process that seeks products that increase interoperability and improve the Metro customer experience with an eye toward a more equitable, affordable, and customer-focused transit system.

Thank you,

A large black rectangular redaction box covering the signature and name of the sender.

June 2024 RBM Public Comments – Item 42

From: [REDACTED]

Sent: Monday, June 24, 2024 2:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #42 - Item Needs More Consideration - June 27 2024 LA Metro BOD Meeting

Hello there LA Metro, my name is Faraz Aqil (a resident of Downey), I'm a daily LA Metro rider that always pays my fares, and I mostly support the findings found in the Response Bridge to Fareless report and the attachment documents.

After reading them, I'm asking that LA Metro's next steps be instead to support the Phase 2 of the Fareless System Initiative to allow all low-income riders to ride with unlimited free rides. And while I still support LA Metro implementing a free and fareless system, if LA Metro wants to take incremental steps by going through the Phase 2 process, then that's fine by me.

Some interesting facts I found interesting while reading the response report and attachments:

*When using the 90-day unlimited pass, the average rider did 19.2 trips per month. But when riders used their limited 20 trips (10 round trips) they only used an average of 13.3 trips per a month. That difference of about 6 trips (30.7%) each month shows that when riders are not restricted to fare limits and fare costs, LA Metro's ridership numbers increase significantly.

*In the April 2024 board report (Attachment A), it says 89% of riders earn less than \$50,000 annually. And since you need a maximum income of \$44,150 for 1 person household to qualify (\$50,450 for 2 person household), this means that over 80% of riders are eligible for the LIFE program. Allowing all low-income riders to use unlimited trips in the LIFE program would be a huge game changer for the vast majority of LA Metro riders since it will make public transportation more accessible and ensures low-income individuals and families can afford public transit thus promoting social equity (Attachment A). Also, "Cost is often a barrier to using public transportation, and removing this barrier can encourage more people to choose sustainable and efficient modes of transit. Increased ridership can have positive economic effects by boosting local businesses around transit hubs." (Attachment A). And as mentioned in the September 2021 board report (Attachment B), "The Task Force's research confirmed what riders already know; that LA Metro's riders are overwhelmingly low-income people of color for whom transit fares are an economic burden and for whom fare enforcement perpetuates racial disparities." And the LIFE program's own survey says that participants spent the money they saved on food, housing cost, and home items & respondents felt better because they worried less about money, felt less stressed, and were able to plan their day more easily. (Attachment C).

*Also mentioned in Attachment A is that increasing ridership on LA Metro comes with huge benefits such as reducing traffic congestion (leading to smoother traffic flow and less accidents), minimizing the need for extensive road infrastructure, and reducing carbon emissions. (Attachment A). So not only will this will save costs by not needing as much road and highway funding to maintain them, but it will save lives and health costs by reducing the amount of pollutants in the air coming from cars, accidents, and will help to achieve LA County's climate change goals by increasing ridership on buses & trains. It was mentioned in the September 2021 report (Attachment B) that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative.

Therefore with all these facts in mind, it is to LA Metro's benefit that it supports the Phase 2 of the Fareless System Initiative to allow all low-income riders to ride with unlimited free rides.

Thank you for your time.

Sincerely,

[REDACTED]