

**November 2023 RBM Public Comments – Item 19.1**

**From:** [REDACTED]  
**Sent:** Wednesday, November 22, 2023 12:16 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 19.1 for Nov 30th meeting

Hello,

I would like to echo my support for Metro to coordinate with LADOT and Caltrans to help improve the speeds of the A and E lines through DTLA. It should take a freeway closure for this to happen. Please prioritize transit riders.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, November 23, 2023 11:20 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item #19.1 - For - Nov 30 2023 - LA Metro BOD Meeting

Hello LA Metro. My name is Faraz, I use the LA Metro buses and trains to go to work, and while I'm in general support of the proposals listed in Item 19.1, I wanted to provide feedback on improving the item:

\*Section B-4: Please have the E-Line & A-Line signal prioritization permanent even long after the 10 FWY is fully fixed. And specify that signal prioritization will happen along any at-grade car crossings throughout the E & A train route.

\*Section C-1: The monthly cap for LIFE riders should be lifted permanently. And since the 10 FWY is now open, the Metro Board will need to amend this section anyway so that the lifting of the cap will still occur now (and not just during the duration of the freeway closure).

It shouldn't have to take a freeway closure for LA Metro to realize the importance of a strong public transit system. LA Metro should be continuously finding ways for improving faster travel times, increasing frequencies, and increasing accessibility to low-income riders. These proposals listed in this item are great and should be made permanent/expanded upon (in order to truly encourage ridership onto LA Metro).

Thank you for your time.

Sincerely,

[REDACTED]



Mayor Karen Bass  
 Council President Paul Krekorian  
 Transportation Chair Heather Hutt  
 Los Angeles City Hall

Governor Gavin Newsom  
 Secretary Toks Omishakin  
 Director Tony Tavares  
 California State Capitol

11/16/2023

Governor Newsom, Secretary Omishakin, Director Tavares, Mayor Bass, Council President Krekorian, Chair Hutt:

The closure of the 1-10 Freeway for several weeks and the declaration of an emergency gives the City and the State broad powers to deploy the necessary resources to ensure that residents and commuters can travel safely and efficiently through and to Downtown Los Angeles (DTLA). We call on the State of California and Caltrans to fund alternatives to driving and not just fix the freeway. At a time when the California Air

Resources Board has said that Californians must drive 25% less by 2030, and when the NRDC found that less than 20% of Caltrans projects reduce vehicle miles traveled, our State must aggressively fund alternatives to prove that we can—because we must—reduce driving. This includes funding service because mode shift cannot happen without abundant, affordable, and equitable public transit. This is particularly important in the areas most impacted, including historically underserved communities in South Park, South LA, Chinatown, and Boyle Heights, which are now subjected to even more congestion than before due to the I-10 freeway closure.

**Therefore, we call on Caltrans to:**

- Work with the Los Angeles Department of Transportation (LADOT) to rapidly deploy bus lanes on routes adjacent to the I-10 Freeway.
- Work with LADOT and LA Metro to implement full signal preemption and rail signal gates so that the E/A Lines can be given priority to move quicker through Downtown.
- Fund Metrolink to run all-day service with 15/30 minute headways during rush hour on major routes to get people off the I-10 Freeway.
- Immediately identify excess Caltrans lands that can be used for Park & Ride sites with security and subsidize DASH Commuter Express, Metro Micro, and LA Now buses and operators to shuttle people to work with on-demand or fixed route service.
- Provide additional funding to LADOT, Big Blue Bus, Foothill Transit, Montebello Transit, Long Beach Transit, and LA Metro to increase bus and rail service, particularly for commuters, and make public transit fare-free during this time.
- Prioritize opening a lane for bus-only traffic first along the I-10 through Downtown LA, as well as a carpool-only lane with a minimum of 3 passengers.

In addition, we call on the City of Los Angeles Transportation Committee to schedule an emergency meeting to:

- Fulfill the City motion ([CF 19-1236](#)) that would create full signal preemption for E/A trains in Downtown Los Angeles.
- Call on LADOT to rapidly deploy bus-only lanes along the I-10 Corridor Route with temporary cones, traffic personnel, and enforcement.
- Deploy bus operators to the DASH Commuter Express lines to double bus headways to key job destinations. The City should consider re-deploying diminished LAX FlyAway service to assist in moving people across this area.
- Re-deploy the LA Now on-demand service to the Downtown LA area.
- Make all these services fare-free.

Lastly, we call on the Los Angeles County Metropolitan Transportation Authority to:

- Make rail and bus service fare-free during this time.
- Make Metro Bike free and deploy more stations and bikes around the affected area.
- Accelerate planned headway increases on the A/E Line as soon as possible.
- Re-deploy the Metro Micro fleet to downtown and consider using excess land for Park & Ride.
- Prioritize opening bus-only lanes along the I-10 through Downtown LA, focusing on impacted lines.

Given the emergency declaration - with departments and agencies working around the clock - it is clear that the impact is felt deep and wide across our region and in our neighborhoods. To demonstrate leadership and care, we must also fund the alternatives above. We can show that we can both accomplish the objective of fixing the damage on the 10 freeway, and, more importantly, we also confidently show that our investments in the alternatives will minimize congestion and improve air quality for all of us.

Yours,

Eli Lipmen  
Move LA

Romel Pascual  
CicLAvia

Neal Richman  
Aging & Disability Transit Network

Andres Ramirez  
People for Mobility Justice

David Diaz, MPH  
Active San Gabriel Valley

Bryn Moncelsi  
Climate Resolve

Bart Reed  
Transit Coalition

Brooke Wirtschafter  
IKAR

John Yi  
Los Angeles Walks

Karen Reside  
Long Beach Gray Panthers

Eli Akira Kaufman  
BikeLA

Chris Chavez  
Coalition for Clean Air

Michael Schneider  
Streets for All

tamika l. butler  
tamika l. butler *consulting*

David Levitus  
LA Forward

Marissa Ayala

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

Oscar U. Zarate  
Strategic Actions for a Just Economy (SAJE)

Carter Rubin  
NRDC (Natural Resources Defense Council)

Cc:

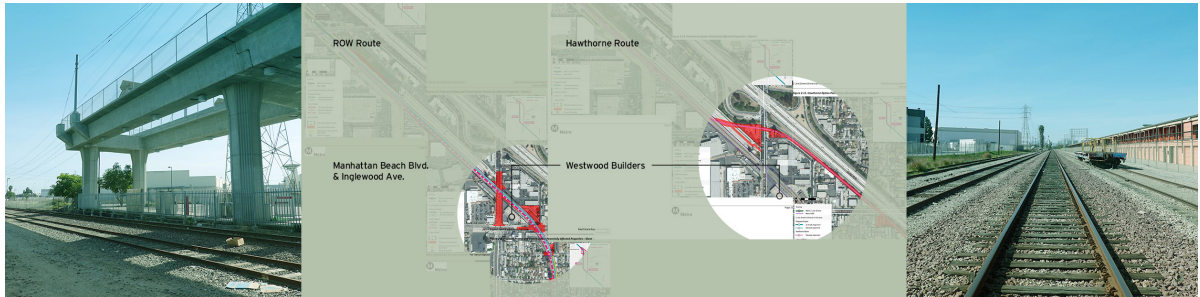
State Senator Maria Elana Durazo  
State Senator Lena Gonzalez  
State Assemblymember Miguel Santiago  
State Assemblymember Laura Friedman  
CEO Stephanie Wiggins  
Deputy Mayor Randall Winston  
General Manager Laura Rubio-Cornejo  
City Councilmember Nithya Raman  
City Councilmember Traci Park  
City Councilmember Katy Young Yaroslavsky  
City Councilmember Eunisses Hernandez

Sulma Hernandez  
South Los Angeles Transit Empowerment Zone (SLATE-Z)

Cynde Soto  
Communities Actively Living Independently & Free (CALIF)

Kevin Mitchell  
Redondo Beach ROW Stakeholder  
November 30, 2023

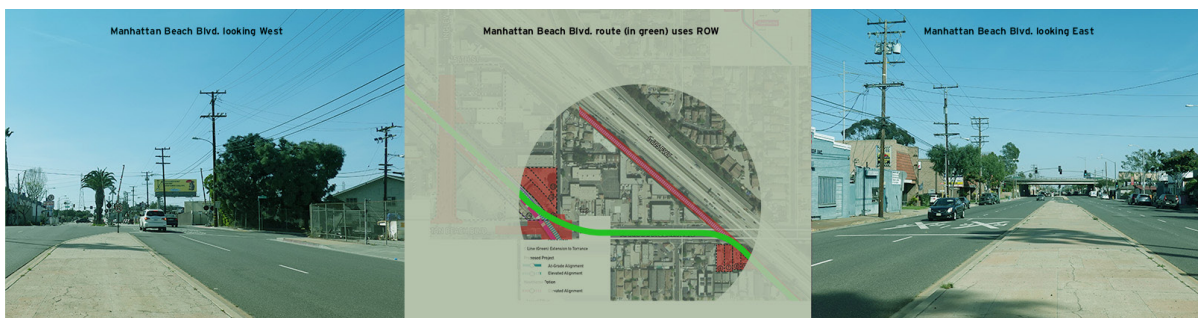
**Metro engineers have placed a "POISON PILL" in the C Line Extension Hawthorne route.**



From the Marine elevated platform, the Hawthorne route travels 150 yards down the ROW and then makes a hard left crossing over Extra Space Storage and a Chevron station to then cross Inglewood in front of the 405 on ramp. It further takes out Roger's Auto Repair and EMI Signs to then buttress against the freeway though a narrow passage that effects multiple other businesses before crossing Manhattan Beach Blvd.



This is done in spite of the obvious route which would use the ROW up to Manhattan Beach Blvd. There it would then make a left and use the wide boulevard for an eighth-of-a-mile until reaching the freeway.



This avoids all of the disruption and added cost associated with business removal and reduces the footprint with the 405 Caltrans by over half.

A junior engineer would see this in an instant. The Metro Board needs to investigate this \$300-500 million boondoggle. Most of the needed engineering already exists in the current DEIR.



## November 2023 RBM General Public Comment

**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 11:16 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

Now, during an affordability crisis, returning fare-free service to Metro would provide immediate monetary relief to riders, acting as an economic stimulus for many of LA's essential workers. Only 5% of Metro's revenue comes from fare collection and 75% of LA Metro's riders are low-income, with the majority of riders making less than \$25,000 per year. When people ride Metro instead of driving, those reductions in pollution, congestion, and traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.





**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 11:18 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

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I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

The electrical grid can't sustain everyone switching to electric cars. We can't make enough renewable energy in time. People need to consume less energy with public transportation. And in a loneliness public health crisis, people need more reason to interact on fast, frequent, reliable public transit.

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traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.

Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program administration, third party contracts, and fare collection equipment. Even more money is spent on policing contracts which disproportionately criminalize youth of color for fare evasion. This spending is counterproductive, does not help deliver world-class transportation to Angelenos, and should instead be spent providing fast, frequent, and reliable transit service.

Metro eliminated fares for all riders for 22 months during the COVID pandemic, running the largest fare-free transit experiment in the U.S. LA Metro proved that making transit fare-free increases ridership, safety, and helped transit ridership rapidly recover following the end of the pandemic. We need that same urgency now to address our current affordability, inequity, and environmental crises.

Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 3:05 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 4:01 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 5:28 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

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I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 5:29 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Fare-Free Metro NOW

Metro Board Chair Karen Bass,

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 5:52 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** We Need a Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Please support universal fare-free Metro NOW and help all Angelenos get where we need to go!

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 7:07 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

With the 10 closing, it's more evident than ever that we need accessible, reliable public transit. I am writing to urge your support for making LA Metro 100% fare-free. When running for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Calling an immediate end to fare collection will ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

Even before the freeway closure, LA had many issues with our reliance on predominant car transport. While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 7:42 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

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I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 10:29 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

Now, during an affordability crisis, returning fare-free service to Metro would provide immediate monetary relief to riders, acting as an economic stimulus for many of LA's essential workers. Only 5% of Metro's revenue comes from fare collection and 75% of LA Metro's riders are low-income, with the majority of riders making less than \$25,000 per year. When people ride Metro instead of driving, those reductions in pollution, congestion, and traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.

Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program

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Please support universal fare-free Metro NOW and help working people like me get where we need to go! Please. Im tired of driving.

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**From:** [REDACTED]  
**Sent:** Monday, November 20, 2023 6:31 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program





**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2023 9:38 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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

**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2023 12:29 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2023 12:30 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

I could not afford a car and pay my rent for years and was dependent on the metro and my bike. Doing even the simplest of errands by bus takes hours more than by car and the fare adds up quickly when your wages are low. The demand of maintaining my basic needs and health without a car while also working 60 hrs a week caused me to go into the worst major depression episode of my life. I dreaded leaving my house and sacrificing the remainder of my waking hours for basic survival and all of the research and preparation it took for me to ensure that my trips were efficient and remained within budget. I cannot overstate how detrimental unreliable and expensive transit was to my mental health.

Now, during an affordability crisis, returning fare-free service to Metro would provide immediate monetary relief to riders, acting as an economic stimulus for many of LA's essential workers. Only 5% of Metro's revenue comes from fare collection and 75% of LA Metro's riders are low-income, with the majority of riders making less than \$25,000 per year. When people ride Metro instead of driving, those reductions in pollution, congestion, and traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.

Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program administration, third party contracts, and fare collection equipment. Even more money is

spent on policing contracts which disproportionately criminalize youth of color for fare evasion. This spending is counterproductive, does not help deliver world-class transportation to Angelenos, and should instead be spent providing fast, frequent, and reliable transit service.

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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**From:** [REDACTED]  
**Sent:** Friday, November 17, 2023 11:38 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

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**From:** [REDACTED]  
**Sent:** Sunday, November 19, 2023 8:39 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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**From:** [REDACTED]  
**Sent:** Tuesday, November 21, 2023 7:27 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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**From:** [REDACTED]  
**Sent:** Wednesday, November 22, 2023 12:52 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** We Need Fare-Free Metro!

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program



**From:** [REDACTED]  
[REDACTED]

**Sent:** Wednesday, November 22, 2023 6:13 PM

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

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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



**From:** [REDACTED]

**Sent:** Wednesday, November 22, 2023 6:13 PM

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

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, November 22, 2023 6:15 PM

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

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]