

April 2023 RBM Public Comment – Item 7

From: [REDACTED]

Sent: Thursday, April 20, 2023 11:04 AM

To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; kmacias@bos.lacounty.gov; bfeldman@bos.lacounty.gov; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; kristen.pawling@lacity.org; mbohlke@sbcglobal.net; marisaforkewood@gmail.com

Subject: Please oppose Item 7: Operations Dollars Should Fund Transit Operations & Ridership Programs

Metro Board Members and Deputies,

I ask that you oppose Item 7 (File #2023-0029) on the Planning and Programming Committee Agenda.

LA Metro's first priority should be providing customers with abundant, reliable, safe, affordable public transportation service. With the agency facing a fiscal cliff in the next few years, LA Metro should be utilizing all eligible local, state, and federal resources to maintain and expand service. The California Air Resources Board set an aggressive goal of 25 percent reduction in car travel (VMT) by 2030, which can only be achieved with better transit service and ridership programs such as the Fareless System Initiative.

Second, while I wholeheartedly support the goal of bus electrification, there are multiple other local, state, and federal resources that should be used for bus electrification, not operations-eligible dollars. Transportation 4 America has compiled these, which include the CMAQ Program, Surface Transportation Block Grant Program, and Low/No Emission Bus Grants: <https://t4america.org/iija/>

Lastly, I am concerned that the agency has already allocated \$75 million of Measure M funds for electric buses and infrastructure as part of its North San Fernando Valley Transit Corridor. It would be important to provide clarity and transparency on the need to use scarce operating dollars on a capital project that already has dedicated local funding.

Yours,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The City of Culver City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

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Community Development*

Denice Wint
EAH Housing



April 26, 2023

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

RE: SCANPH Support for Achieving 10,000 Units by 2031 (File #: 2023-0144)

Dear Los Angeles Metro Board:

The Southern California Association of Nonprofit Housing (SCANPH) is writing in support of Item #8 before the Metro Board on April 27th to adopt strategies to achieve 10,000 new units of housing construction by 2031 (File #: 2023-0144).

SCANPH is a nonprofit membership association representing affordable housing developers working throughout the City and County of Los Angeles, as well as the greater region of Southern California. Our members build quality affordable and supportive housing, and look forward to the opportunity to expand their partnership with Metro and produce more affordable housing in the process.

SCANPH applauds Metro for proposing to streamline several of its processes for creating housing development, including simplifying design review and establishing an interdepartmental task force. We also welcome the opportunity to connect Metro with our membership this year as the agency begins creating its request for qualifications to establish a bench of qualified developers. We hope that several developers specializing in the development of 100% affordable housing projects will be considered.

We look forward more details as this proposal takes shape and would welcome the future chance to comment on any future regulations dictating how the 10,000 unit promise will be fulfilled.

Thank you for your leadership on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Jackson Loop", is written over a light blue horizontal line.

Jackson Loop
Policy Manager
Southern California Association of NonProfit Housing

April 2023 RBM Public Comment - Item 14

From: [REDACTED]

Sent: Saturday, April 22, 2023 7:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #14 - Item Needs More Consideration - April 27 2023 - LA Metro BOD Meeting - Faraz Aqil

Item #14 - Item Needs More Consideration

Hello LA Metro, my name is Faraz. I strongly recommend that LA Metro reduce the **1-day fare cap to \$3.50** (or less). And the **7-day fare cap to \$17.50** (or less). It is confusing for riders to have fare caps set to a price that is not normally reached by normal use (\$5 for 1-day cap, and \$18 for 7-day cap) since general fares are by increments of \$1.75 per use. Plus it will encourage more cash users to switch to TAP cards if the prices are lowered & achievable (as it will be seen as more beneficial to use TAP than cash).

Thank you.

Sincerely,

[REDACTED]



MAYOR REX RICHARDSON

April 25, 2023

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

RE: Item 18—End of Line Policy Motion Response

Dear Chair Najarian and Directors,

On behalf of the City of Long Beach, thank you and the Metro team for evaluating the end of line policy and reviewing service options for passengers who are required to disembark when trains are taken out of service for cleaning. Last year, the City requested that Metro evaluate this policy, and we appreciate the opportunity to coordinate with staff on potential ideas to expand resources for people experiencing homelessness riding the Metro system across the region.

We recognize the urgent need to serve A Line passengers who are required to disembark the train at the end of line, when there are typically no beds or services available. During a Wrigley Association neighborhood meeting last month in the area nearest to Willow and Wardlow Stations evaluated by Metro, many residents and business owners expressed concerns about siting a service hub in proximity to park space and local schools.

While Metro's evaluation considers the logistics, infrastructure needs, and capacity of the parking lots at Willow and Wardlow Stations, the City is committed to ensuring that we conduct community engagement prior to making decisions about programs that may have impacts on surrounding areas. Evaluating all options near the Metro Blue Line Yard where trains are sent for cleaning is critical to ensure community members have enough information to engage on this issue.

For this reason, we request that Metro also evaluate the option of providing services for A Line riders at the Del Amo Station in its feasibility study. This station is in an industrial area that is nearly one mile from the closest school or park, and is physically closer to the service yard than both Willow and Wardlow Stations. It also has a sizeable parking lot of more than 360 parking spaces.

We are excited to continue working with Metro, Los Angeles County, and the Los Angeles Homeless Services Authority to identify additional services and resources for people experiencing homelessness who ride the A Line. Thank you for your partnership on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Rex Richardson", with a long horizontal line extending to the right.

Mayor Rex Richardson
City of Long Beach

April 2023 RBM Public Comment – Item 19

From: [REDACTED]

Sent: Saturday, April 22, 2023 7:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #19 - Item Needs More Consideration - April 27 2023 - LA Metro BOD Meeting - Faraz Aqil

Item #19 - Item Needs More Consideration

Hello LA Metro. My name is Faraz, and I'm a daily LA Metro rider that uses the bus & train to go to work. LA Metro needs to expand the Fareless System Initiative to beyond just certain student/schools. It is more practical for LA Metro to have a Fareless System for all riders since the vast majority of riders are low income (79% of riders only earn \$35,000 or less while having to live in CA) and only a little of the fare revenue even becomes profitable (after cost of fare collection/enforcement, minus revenue earned). A Universal Fareless System would not only have significant benefits to the riders that can use the saved money for essential bills (as shown in the Go Pass testimonies presentation) but LA Metro will have increased ridership, a more streamlined system that won't need to rely of machine fare collection costs, fare enforcement on buses/trains, and allow for a reallocation of resources to more urgent LA Metro problems.

Lastly, let me quote an important passage from the Item 19 Attachment B - Board Motion 40 report that speaks truth to power: "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. Furthermore, the Task Force found 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."

Thank you for your time.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 26, 2023 4:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 19 Needs More Consideration

Dear Metro Board,

I urgently implore you to consider the findings of a report on the feasibility of a fareless transit system for LA Metro by SAJE and ACT-LA, which will be forthcoming next month. The report presents shocking information that demands immediate action.

According to the report, LA Metro spends an estimated \$78M each year on the TAP system, while collecting a net revenue of less than \$30M. This is an unacceptable and unsustainable situation for an agency with an \$8.8B budget.

Furthermore, eliminating fares would have an immense impact on low-income bus riders. In a survey conducted as part of the report, 95% of bus riders were found to be very low income, yet few of them knew about the LIFE discount program. The majority of respondents reported using Metro more frequently when fares were eliminated, and have now reduced their use of the system due to other expenses, resulting in a diminished quality of life.

As a government agency, the Metro Board has a responsibility to promote equity and accessibility. Making the system fareless would be a crucial step in achieving these goals. I urge you to take immediate action to make LA Metro's transit system fareless and ensure that low-income riders are not left behind. The time for action is now.

Best,

--

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

From: [REDACTED]
Sent: Wednesday, April 26, 2023 4:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS REGARDING ITEM 19

Hi, my name is Martin Barrera, and I am a member of ACT-LA. I'm urging the Metro Board to center the needs of everyday riders by eliminating fares on the system:

- 63% of riders earn household incomes of less than \$25,000 annually.
- Transit is the second highest expense for families in LA, behind the rent
- Fares only consist of 1.2% of Metro's overall budget.
 - The system is already funded through sales tax
- Fare revenue really only covers the costs of collecting fares.
 - In FY 2023, fare revenue was 106.5 M, and total fare collection and enforcement costs were 78.8 M.
 - This means that nearly 3/4ths of fare revenue goes back into fare enforcement and collection.
- 76% percent of ridership identifies as Black or Latinx. 16.2% Black. 59.2% Latinx
 - In 2019, over 50% of all fare citations and warnings were issued to black riders, even though black riders made up only 20% of ridership.

Fareless transit is a policy choice that can be made now with the funding that we have now!

Thank you,

--

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

From: [REDACTED]
Sent: Wednesday, April 26, 2023 4:53 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Oscar U. Zarate <ozarate@saje.net>
Subject: FOR, In support of Item #19 | Metro Board Meeting 4/27 @10AM

FOR, In support of Item #19

Hi, my name is Montserrat, and I am a transit organizer and transit rider from Glassell Park. I ride the 251 and the gold, red and blue lines to work. The Metro Board needs to eliminate fares now!

In a time of skyrocketing living costs, it is unreasonable for Metro to continue charging fares when they only are 1% of Metro's overall budget. Why are low-income and working-class riders paying double to use transit? The Metro system is already funded through sales tax that is paid for by those same riders.

Continuing to charge fares is only criminalizing those who can't afford them. If Metro wants to achieve equity, criminalizing riders for not having enough to pay for their fare is cruel. This is especially true as 50% of fare citations and warnings were issued to black riders, even though they only make up 20% of total Metro users. In this light, fare enforcement ends up operating as a racist practice.

Metro needs to address this crisis as a public health crisis, not one of safety. Invest in equity and fair transit for everybody, make Metro fare-free!

Thank you,

--

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



April 28, 2023

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

The Antelope Valley Economic Development & Growth Enterprise is pleased to provide this letter in support of locating the Center for Transportation Excellence in Palmdale, California. Development of this facility would support both Metro and the federal government's goal to re-establish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy. In the western US alone, nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years. To meet our country's clean energy and transit goals, a state-of-the-art testing facility to provide the advance transportation equipment for our future needs is imperative.

A Center of this magnitude will support thousands of mortgage-paying jobs and billions of dollars in economic development. Initial estimates which suggest that the completion of both phases of development could generate an estimated \$11.5 billion in economic return/impact, including \$6.67 billion in retail and wholesale sales over the first 10 years, and create more than 114,000 direct and indirect jobs is a game changer for not just the local region but all Southern California.

Available land, access to rail corridors, zoning, existing infrastructure, proximity to vocational institutions/labor supply, proximity to public transportation and identification as a Metro Equity Focused Community (EFC) were key criteria established when site selection efforts began. This community and location meet all those parameters and more making Palmdale the obvious choice for this development given its open space, skilled workforce, business friendly environment and desire for smart tech growth.

(Continued)

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
April 27, 2023
Page 2 of 2

A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Drew Mercy', with a stylized, cursive script.

DREW MERCY
Executive Director



Los Angeles County Chapter

100 East Corson Street, Suite 410
Pasadena, California 91103

T 626-792-6322

F 626-792-6372

805-642-7994

April 25, 2023

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

On behalf of The Los Angeles Chapter of the National Electrical Contractors Association (NECA) which represents over 400 electrical contracting companies who employ over 8,000 electricians throughout Los Angeles and Ventura Counties, we are pleased to provide this letter in support of locating the Center for Transportation Excellence in Palmdale, California. Development of this facility would support both Metro and the federal government's goal to re-establish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy. In the western US alone, nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years. To meet our country's clean energy and transit goals, a state-of-the-art testing facility to provide advance transportation equipment for our future needs is imperative.

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Over 75 Years of Service to the Electrical Industry

more making Palmdale the obvious choice for this development given its open space, skilled workforce, business friendly environment and desire for smart tech growth.

A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "James M. Willson". The signature is fluid and cursive, with a long horizontal stroke at the end.

James M. Willson
Executive Director
LA/NECA



PALMDALE

a place to call home

LAURA BETTENCOURT
Mayor

April 27, 2023

ANDREA ALARCÓN
Mayor Pro Tem

Board of Directors

RICHARD J. LOA
Councilmember

Los Angeles County Metropolitan Transportation Authority

AUSTIN BISHOP
Councilmember

Board Administration

1 Gateway Plaza, Mail Stop 99-3-1

ERIC OHLSEN
Councilmember

Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

38300 Sierra Highway

We are pleased to provide this letter in support of locating the Center for Transportation Excellence in Palmdale, California. Development of this facility would support both Metro and the federal government's goal to re-establish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy. In the western US alone, nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years. To meet our country's clean energy and transit goals, a state-of-the-art testing facility to provide the advance transportation equipment for our future needs is imperative.

Palmdale, CA 93550-4798

Tel: 661/267-5100

TDD: 661/267-5167

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Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
April 27, 2023
Page 2 of 2

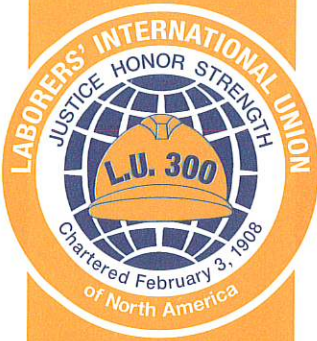
A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Respectfully



Laura Bettencourt
Mayor



LiUNA! Local 300

Wednesday, April 26, 2023

SERGIO RASCÓN
Business Manager

LUIS R. ROBLES
Secretary Treasurer

JAVIER NUÑEZ
President

TONY E. OLEA III
Vice President

RICARDO ANDRADE
Recording Secretary

FRANCISCO ARRIZON
Executive Board

DELFINO DE LA CRUZ
Executive Board

Board of Directors,
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

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We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,


Sergio Rascon
Business Manger

2005 W. Pico Blvd.
Los Angeles, CA 90006

Phone 213-385-3550
Fax 213-385-6985

www.local300.com

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**SECRETARY-TREASURER
LOU VILLALVAZO**



**PRESIDENT
FRANK AFOA**

April 26, 2023

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

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A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,

Lou Villalvazo, Secretary-Treasurer
Teamsters Local 630

April 2023 RBM Public Comments – General Comment

From: [REDACTED]
Sent: Wednesday, April 12, 2023 10:50 PM
To: Customer Relations <CustomerRelations@metro.net>; Board Clerk <BoardClerk@metro.net>; firstdistrict@bos.lacounty.gov; mray@cityofalhambra.org; ClaudeM@ci.commerce.ca.us; ServiceCouncils <ServiceCouncils@metro.net>
Subject: Cal State LA Temporary Transit Center issues

Hello, this evening I was at the Cal State LA temporary transit center and was appalled at the conditions. For reference, last month the transit center was closed due to a sinkhole that developed on the road to it. Originally it was thought to be a relatively quick fix, but now I understand it could take months to resolve.

In the meantime, the situation for transit users is appalling. There is no wayfinding signage from the Cal State LA Metrolink or busway (J Line) station to the temporary stops, or vice versa. Metro permanent signs have been installed for the layover, but they are not official bus stops and it is unclear if people can board there. Instead, there are paper signs for two Metro bus lines but not the other.

The detour is written incorrectly. It states currently, "LINE 106, 258, 665
Southbound: Regular route to Campus Rd. and Ramona Blvd. then continue via Campus Rd. to L-State University Dr., L-Eastern Ave., to Ramona Blvd. and regular route.

LINE 256
Southbound: Regular route to Eastern Ave. and State University Dr. then continue via Eastern Ave. to L-Ramona Blvd., L-Campus Rd., L-State University to temporary layover zone.

Northbound: Depart temporary layover zone via State University Dr. and regular route."

The Line 256 detour is backwards. Line 106 and 258 stop at one stop at 256 and 665 at the other.

There is no signage for the Commerce, Alhambra, El Sol, or Childrens Court Shuttle at all. There are no shelters or benches available.

The transit center has been closed for over a month and while this situation may be fine for a week or two, but not over a month. The service which stops here is not that frequent especially on weekends.

If the duration of construction is known it needs to be a lot clearer how to get from the train or J Line to the buses. This location at the minimum needs to have proper signing directing people to and from the train station, signs showing where each route stops, and concrete benches and trash cans where space allows. If there was signage during the early part of the closure, it needs to be reposted again.

The weather has been mild but it will be intolerable if a heat wave happens to wait for buses, especially on the south side of the street, at this major transit center. Some provisions for comfort need to be made.

Attached are photos. This is unincorporated County jurisdiction so is under the County Supervisor.
Please address this for all transit riders.

Sincerely,







From: [REDACTED]
Sent: Thursday, April 13, 2023 2:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Riding light rail

I'd love to know the last time each board member took a trip up the Blue Line from Long Beach to Los Angeles. Not some sanitized ride filled with Metro police and security in a designated rail car where half the normal ridership is denied entry -- but an actual ride that commuters experience during rush hour. A normal trip - one devoid of ANY security or law enforcement, where non-commuters outnumber those trying to get from point A to point B. Where individuals use drugs openly on the train. Where fights break out daily. Where individuals are sexually harassed. Where drugs are being sold in the open in front of school children that are trying to get to class.

The Metro Board needs to focus less on compassion and more on ensuring that commuters can use the system safely. Voters approved the building of rail lines for commuting purposes -- not for the purpose of being a homeless shelter.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
On Behalf Of Alejandra Miron
Sent: Thursday, April 20, 2023 11:31 AM
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.

Alejandra Miron
40204 162nd st E

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
<kristina.slover@gmail.com@mg.gospringboard.io> **On Behalf Of** Kristina Slover
Sent: Thursday, April 20, 2023 4:44 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]