

**March 2022 P&P Public Comments**

**From:** [REDACTED]

**Sent:** Sunday, March 6, 2022 1:20 PM

**To:** editor@beverlypress.com

**Cc:** peter@calthorpe.com; Cecilia@EstolanoAdvisors.com; Cencic, Lauren <CencicL@metro.net>; dennyzane@movela.org; ajisek@scag.ca.gov; Board Clerk <BoardClerk@metro.net>; Wiggins, Stephanie N <SWiggins@metro.net>; Higueros, Elba <HiguerosE@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gorman, Karen <GORMANK@metro.net>; De La Loza, James <DelalozaJ@metro.net>; Lombardi, Laurie <LombardiL@metro.net>; Mieger, David <MiegerD@metro.net>; Honish, Kalieh <HonishK@metro.net>; Schank, Joshua <SchankJ@metro.net>

**Subject:** WeHo pushes for subway route expansion

<https://beverlypress.com/2022/03/weho-pushes-for-subway-route-expansion/>

Has anyone considered doing all 3. If done above ground they could be done for the same cost as one underground line and in less time. The purple line is experiencing years of delays and cost overruns, although how much and how long, no one knows. (Do they?)

[REDACTED]

Los Angeles

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Letter to LA Times: It is great to get this grant for public transportation. LA needs it badly. But should it all go to a few expensive underground routes, when quicker and cheaper options are available to alleviate congestion? Elevated rails might not be as aesthetically pleasing but would be faster to build. Since they are more politically difficult we are stuck with a few routes that will not be ready for 7-10 years, and only add a few miles in the Westside.

Bangkok has an elevated route that is not pretty but it takes hordes of people through the most congested areas of the city. The focus on Wilshire, which before subway construction was pretty fast, leaves the more dense routes getting worse, as development turns these areas even more dense. Imagine if there was a train from Burbank-Hollywood-Century City-Westwood. This would take so many cars off the streets. The build time would be much less than digging holes in the ground. Metro leadership needs to address alternative means of achieving results now.

[REDACTED]

Los Angeles, CA

In a message dated 5/20/2016 8:40:36 A.M. Pacific Standard Time, [REDACTED] writes:

What Los Angeles needs are elevated trains through congested areas. This would be politically difficult as they are not as aesthetically pleasing and noisier, but faster to build and in the areas most needing rapid transit. Bangkok has an elevated route that is not pretty and I am sure the neighbors complained. But it takes hordes of people through the most congested areas of the city. Imagine if there was a train from Burbank-Hollywood-Century City-Westwood. This would take so many cars off the streets. The build time would probably be much less than digging holes in the ground.

[REDACTED]

Los Angeles, CA

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 9:02 AM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd.

These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

We are currently experiencing major traffic delays on Yosemite & other routes in & out Eagle Rock with the permanent changes that have been made in the past 4 months. Restricting traffic further on Colorado with the existing BRT proposals would further add to the growing traffic delays that were stake holders are dealing with.

**I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.**

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 8:55 AM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

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2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

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I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

Begin forwarded message:

**From:** [REDACTED]  
**Date:** March 8, 2022 at 7:21:40 AM PST  
**To:** [nohopasbrt@metro.net](mailto:nohopasbrt@metro.net), [councilmember.kevin-deleon@lacity.org](mailto:councilmember.kevin-deleon@lacity.org)  
**Cc:** [assemblymember.carrillo@assembly.ca.gov](mailto:assemblymember.carrillo@assembly.ca.gov)  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
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Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

[REDACTED] March 8, 2022 6:52 AM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 6:09 AM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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Major Concerns: "Refined F1" Option, 1-Lane Design

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- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

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

From: [REDACTED]  
Sent: Tuesday, March 8, 2022 6:08 AM  
To: NoHoPasBRT <NoHoPasBRT@metro.net>  
Cc: firstdistrict@bos.county.gov; Board Clerk <BoardClerk@metro.net>;  
councilmember.kevindeleon@lacity.org  
Subject: BRT - Keep all lanes and parking in Eagle Rock

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I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

Sent from my iPad

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

From: [REDACTED]  
Sent: Monday, March 7, 2022 11:15 PM  
To: NoHoPasBRT <NoHoPasBRT@metro.net>  
Cc: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov  
Subject: BRT - Keep all lanes and parking in Eagle Rock

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

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I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 10:47 PM

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

**Subject:** BRT - Do the right thing by Eagle Rock residents, by keeping all lanes and parking in Eagle Rock

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

I have lived in Eagle Rock my entire life, after almost seven decades I am qualified to request you direct the Metro BRT Noho-Pasadena to consider our Community's needs by choosing a third option for the BRT in Eagle Rock. This is the option that will serve our community, as well as the other communities you are preparing to serve. **This option is to integrate the BRT into the mixed-flow lanes on Colorado Blvd.**

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

This seems like the only and best option that considers the Transit riders, Eagle Rock's parking and traffic concerns, and everyone's safety

Considering how the community has come together in support of recommending an option that Metro did not develop, concerns me. While I understand that providing adequate routes for your ridership is a priority, should that be at the cost to Eagle Rock constituents? The cost will be in time for our residents, financially for our businesses, and potential safety issues for everyone using the Colorado corridor.

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. Supporting this recommendation will restore my conviction that the constituents are part of this important decision-making process.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 7, 2022 9:30 PM

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

Subject: Re: BRT - Keep all lanes and parking in Eagle Rock

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

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>>

>> The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

>>

>> Not only that, when there's an accident on the 134 Freeway, cars are re-routed on Colorado Boulevard which is a main artery in our neighborhood.

>>

>> So please, Metro Board Members, Kevin de Leon, Assemblymember Carrillo.... KEEP COLORADO BOULEVARD AS IS....with traffic flowing through.

>>

>> NO to BRT. Thank you.

>>

>>

>> Sincerely,

>> [REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 9:14 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; councilmember.kevindeleon@lacity.org; Board Clerk <BoardClerk@metro.net>

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I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 8:54 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

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Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 8:42 PM

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

**Subject:**

To: [boardclerk@metro.net](mailto:boardclerk@metro.net); [nohopasbirt@metro.net](mailto:nohopasbirt@metro.net); [councilmember.kevindeleon@lacity.org](mailto:councilmember.kevindeleon@lacity.org); [assemblymember.carrillo@assembly.ca.gov](mailto:assemblymember.carrillo@assembly.ca.gov); [firstdistrict@bos.lacounty.gov](mailto:firstdistrict@bos.lacounty.gov)

**Bcc:** [savecoloradoblvd@gmail.com](mailto:savecoloradoblvd@gmail.com),

Subject: BRT - Keep all lanes and parking in Eagle Rock

Body of email:

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

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2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████

██████████████████

██████████████████████████████



**From:** [REDACTED]  
**Sent:** Monday, March 7, 2022 8:32 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

**From:** [REDACTED]

[REDACTED] March 7, 2022 8:03 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely, [REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:48 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:37 PM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

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

From: [REDACTED]

Sent: Monday, March 7, 2022 7:28 PM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Cc: councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

Subject: BRT - Keep all lanes and parking in Eagle Rock

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

Ridership is down. Routes are being cancelled. It is utterly ridiculous to spend hundreds of millions of dollars to build bigger unnecessary buses. We all know you both are facing severe odds in the upcoming elections and we all very much look forward to any response you may have, including standing up for our community.

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,  
[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 7, 2022 7:25 PM

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

Subject: BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:20 PM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I live in Eagle Rock and request you direct Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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Primary Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:11 PM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[Redacted signature line]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:04 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock. Drive the BRT in the mixed flow lanes on Colorado Blvd. The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.) Major Concerns: "Refined F1" Option, 1-Lane Design 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable. 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business. 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe. The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1". I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

**Don't destroy Colorado Blvd in Eagle Rock**, I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

Eagle Rock Resident

**From:** [REDACTED]  
**Sent:** Monday, March 7, 2022 6:53 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:47 PM

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

**Subject:** savecoloradoblvd@gmail.com

Dear leaders and representatives of Eagle Rock,

As a 28-year resident of Eagle Rock, I'm writing to implore you not to remove, reduce or restrict any of the existing lanes or medians of Colorado Boulevard between Glendale and Pasadena for the purpose of making a new bus line – or for any other purpose, for that matter. We've already experienced how the creation of bicycle lanes has slowed the traffic and reduced the parking on this, the primary East-West corridor through our village. Losing yet another lane of unrestricted traffic would be disastrous. Losing the center medians and their trees would be to decimate one of Eagle Rock's core neighborhood charms.

Through the years we've lived here, Eagle Rock has taken pains to protect the historic grace of its history while carefully nurturing its growth into a community where people want to live, to set down roots, to raise their children, to enjoy a grand diversity of friends and colleagues, to worship together, to study and grow, to realize their dreams. Eagle Rock hasn't gotten better by accident. It has blossomed so beautifully through careful stewardship of its soulfulness and unique character. So much injury to this community will result if another unrestricted Colorado Boulevard traffic lane or green median is lost. Please do not let this happen.

Most sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:43 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,  
I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

Residents of Eagle Rock

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:29 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; Kevin DeLeon <councilmember.kevindeleon@lacity.org>; assemblymember.carrillo@assembly.ca.gov; Supervisor Hilda L. Solis <firstdistrict@bos.lacounty.gov>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

To summarize, I request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

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██████████

████████████████████

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:13 PM

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

**Cc:** savecoloradoblvd@gmail.com

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

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████████████████████

████████████████████



**From:** [REDACTED]  
**Sent:** Monday, March 7, 2022 6:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,  
I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

■

Sent from my iPhone

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 5:54 PM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

**Drive the BRT in the mixed-flow lanes on Colorado Blvd.**

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

████████████████████

██



**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 9:46 AM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████  
████████████████████

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 11:58 AM

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

**Cc:** savecoloradoblvd@gmail.com

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████  
██████████  
██████████



**From:** [REDACTED]  
**Sent:** Tuesday, March 8, 2022 12:33 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 1:06 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 8, 2022 1:18 PM

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

Subject: BRT in Eagle Rock

To whom it may concern:

If you push forward with this asinine plan to establish a bus only lane for the BRT — against all common sense and the will every single community member I've spoken to about it — you'll be demonstrating through your hubris that people should indeed distrust government and rebel against it at every turn.

We might as well change the name of Eagle Rock to Gridlockville, because that's what we'll have. Make the busses fight the traffic in the mixed-flow lanes like the rest of us!

What makes BRT busses so high and mighty as to deserve this special dispensation? Answer me that!

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 3:46 PM

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

**Subject:** BRT - Keep all lanes & parking on Colorado in Eagle Rock

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

I am a resident and stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1."

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from [Mail](#) for Windows

**From:** [REDACTED]  
**Sent:** Tuesday, March 8, 2022 4:45 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Tuesday, March 8, 2022 5:23 PM  
To: NoHoPasBRT <NoHoPasBRT@metro.net>  
Cc: councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
Subject: BRT - Keep all lanes and parking in Eagle Rock

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Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 6:00 PM

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

**Subject:** Keep All Lanes and Parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically



slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

████████████████████

████████████████

**From:** [REDACTED]  
**Sent:** Tuesday, March 8, 2022 6:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Clerk,

I have lived in Eagle Rock for many years and seen Colorado Blvd. develop from a string of auto parts stores and repair shops, to an attractive, thriving, community-friendly destination. I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

**Drive the BRT in the mixed-flow lanes on Colorado Blvd.**

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████

██

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 6:46 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 9, 2022 10:38 AM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT Through Eagle Rock on Colorado Blvd.

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never done a study of driving the BRT bus in mixed-flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251, and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) For 4 years, the Stakeholders in Eagle Rock have voiced their opinions against the BRT project since the start. Not once has Metro ever given thought to our needs here in the community. We say No to the current options and put BRT on the 134 Fwy out of Eagle Rock.

[REDACTED]

Eagle Rock Homeowner

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 9, 2022 2:09 PM

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

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their

parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

A solid black rectangular redaction box covering the signature area.

**From:** [REDACTED]

**Sent:** Wednesday, March 9, 2022 3:09 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 10, 2022 3:34 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

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3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 11, 2022 10:55 AM

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

**Cc:** savecoloradoblvd@gmail.com

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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

I am a homeowner in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their

parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

**I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.**

Sincerely,

██████████  
██████████  
██████████

## March 2022 RBM Public Comments

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:31 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[YOUR NAME]  
[YOUR CITY AND ZIP CODE]

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:36 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:36 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:37 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:37 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am concerned about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air.

Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

PLEASE adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

We are not "all in the same boat." We are in the same storm. Some have yachts; others canoes; and others are drowning. Help when & where you can.

The author of this Email is suffering from TPD (Temporary Pandemic Derangement) Please excuse dangling participles, split infinitives, and other offen . . .

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:38 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. I feel as a resident who regularly takes mass transit to work and around town that more spending should be spend on car alternatives. It seems unjust that those of us who take the bus, thus saving the environmental harm of pollution, are not prioritized in this budget. Continuing to fund freeways will only continue to increase LA traffic and provides the wrong incentives.

I urge you to decrease the amount spend on freeway spending and to allocate those funds to transit alternatives instead.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:39 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am a mom who is desperately worried about both climate change and the awful air in Los Angeles. I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

**The Midterms are coming!**

Make sure you're registered to vote [here](#).  
Request your ballot to vote by mail [here](#).

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:40 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

March 23, 2022 12:40 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:40 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:41 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:42 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:42 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

Adam G Linder  
[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:43 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:44 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:44 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:48 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:48 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:50 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:51 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:51 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:54 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am deeply concerned about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. I wish I had known about this earlier, but as I just learned about it now from Streets for All and wanted to react as soon as possible, the rest of my message will largely follow their draft letter - with which I wholeheartedly agree.

This increase comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being \*decreased\* in 2023. It is hard for me to believe that such an imbalance is seriously being proposed in the middle of the worst climate crisis that we have ever faced.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:54 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels, as the roads seem unimproved anyway, and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:55 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3 - Highway widening

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am very concerned about the proposed increase in the budget for highways in any way. The climate risks we face from continued reliance on fossil fuels are terrifying, and highways are a huge factor here.

Please do not increase funding for highways, under any label of 'modernization' or 'improvements'. We have been constructing too many highways and spending too much public money trying to make it easier to drive, when we should be doing the opposite.

Thank you for your consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:56 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise major concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending.

This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

I have to use an inhaler living in LA and vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway, including myself, and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. They are connected to childhood obesity and higher levels of dementia.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

I want to live in a walkable and likable city. Anything less than a full commitment to complete streets over highway prioritization will be seen as a moral failing by our children's generation.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:58 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:58 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

Every single one of us calls this beautiful place called Earth home. It is the responsibility of every single one of us to take care of this place! We **MUST** reduce the heavy dependency on singular car usage that is the cause of violence (car crashes) and heavy pollution that is not normal for humanity, other species, or the Earth! Cars should be used for short trips when necessary but building massive freeways so people can go to work in another part of town doesn't make any sense at all!

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023. Why would we expand or invest in freeways when we can create a better ride-share system & public transit system? When we can build housing that is closer to jobs, schools, and other basic day-to-day needs. Sitting in heavy traffic taking YEARS off our lives is NOT normal, make this NOT NORMAL again!

Vehicle trips are the main source of **air pollution** in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe **toxic air**. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. **The BREATH and LIFE of humanity is literally being stolen, this is an act of systematic violence!**

It's **VITAL** that Metro stop spending more on wasteful and harmful freeway projects **as we face the critical threats of climate change, fossil fuel reliance, and traffic violence**. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Best,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:03 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Regards,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:05 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:05 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:11 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment for Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

Thank you,

[REDACTED]

90028

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:13 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I'm writing to share my concerns about Metro's draft 2023 budget, which shows a shocking 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Freeway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It is crucial to the human health of our region and our collective future that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. **I strongly urge you to adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike infrastructure before board approval in May.**

It is imperative that Metro take every action possible to ensure safe and sustainable transportation options are available in all communities, and work to reduce our region's reliance on fossil fuels which continue to exacerbate our notoriously unhealthy air, increase our GHG emissions, and maim and kill our most vulnerable community members.

Thank you for your consideration of my comments.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:14 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

To Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am extremely concerned about Metro's draft 2023 budget, which shows a massive 30% increase in Freeway spending. We already increased freeway spending 80% last year, and at the expense of our public transit funding.

Stop. We've been trying highway expansions for 100 years, and all it has

landed us is an apocalyptic climate crisis and steadily worsening traffic. It does not work. There are countless studies that show freeway expansion just leads to induced demand. It is long beyond the time to try other options, such as investing in transit, which has been proven effective time and time again.

All data conclusively shows vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. Toxic air from highways directly affects more than 1 million Angelenos, leading to horrific community health costs. The construction of freeways has divided our neighborhoods, and permanently displaced countless communities. Dependence on oil dooms us to unending international crises and environmental disasters. Car-dependent cities are especially difficult on the poor, with forced car ownership trapping them in an endless cycle of poverty.

The 2023 budget must *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. Our future, our lives, our communities, literally everything depends on it. To support freeway expansion in this day and age is to support violence against fellow Angelenos, especially the low-income. It is an utter shame that I even have to write this email to you, filled with glaringly obvious and demonstrably observable truths you are stubbornly denying by seeking to expand freeways.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:15 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



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

From: [REDACTED]

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:19 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:19 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:19 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:22 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:32 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:41 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stops spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:44 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am writing to share my concerns about Metro's draft 2023 budget, which shows a planned 30% increase in freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased.

As a Los Angeles resident and regular transit rider, I'm asking you to adjust the 2023 budget to reduce highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:45 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:47 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

How we spend our money reflects our values. I urge you to consider the importance of prioritizing safe, climate-friendly transportation over more of the same problematic car-centric approach.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:51 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board:

Growing up in LA, I developed asthma and respiratory conditions despite no family history. I can literally smell the pollution in the air when I go outside.

As someone who cares deeply about delivering positive health outcomes to our community, **I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending.**

Instead, **I urge you to adjust the 2023 budget to REDUCE highway spending** below 2021 levels and to **INCREASE spending on improving transit and bike share** before Board approval in May.

**[The failing air pollution in LA](#)** is harming all residents, with **vehicle pollution is the #1 source of local air pollution.** More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It is vital for Metro to stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. Please reduce highway spending and increase spending on safe, active and shared modes of transportation.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:53 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment item 3

Last year you increased the highway budget by 80% and this year 30%, all while decreasing the transit budget. Do the reverse. Invest in transit. Invest in public transportation that serves people who can't afford cars. Invest in infrastructure that serves the needs of the many.

[REDACTED]  
[REDACTED]

With gratitude,

[REDACTED] i

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 2:00 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:00 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:55 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: public comment item 3

Last year you increased the highway budget 80%; this year 30%, all while decreasing the transit budget.  
Do the reverse.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:15 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

Sent from my BlackBerry - the most secure mobile device

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:15 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

WHY ARE YOU INCREASING THE FREEWAY BUDGET WHEN EVERYONE IN FAVOR OF HIGH DENSITY IS RELYING ON THESE NEW TENANTS TO BE TAKING THE BUS AND TRAIN OR BIKING? COULD IT BE DEVELOPER MONEY? THESE TWO THINGS DON'T ALIGN SO EITHER YOU DON'T KNOW ABOUT WHAT'S BEING BUILT IN YOUR CITY (CHECK WITH CITY PLANNING DEPARTMENT, EVERYONE IS GOING TO BE BIKING, WALKING, TAKING PUBLIC TRANSIT (according to all the developer incentives from city planning, no one is going to need a parking space anymore, therefore no one will be taking the freeway and it will be empty as you see above). THE OTHER OPTION IS THAT YOU ARE IN ON THE INDUSTRY THAT YOU ARE GETTING THE MONEY FOR, WHETHER ITS ASPHALT OR SOME GIGANTIC CONTRACT SOMEONE IS BEING SUPPORTED AND ITS NOT THE PEOPLE OF THE CITY OF LOS ANGELES.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **\*reduce\*** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. Also, please align with other city future goals so it makes sense!

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:17 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

I have asthma. I have a toddler. I don't want him to grow up and have asthma as well. I do want him to grow up in a safe environment and widening freeways is the opposite of safe.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 2:09 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you for helping save our planet,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:08 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Please adjust the 2023 budget to *reduce* highway spending below 2021 level and re-allocate this funding to improving public transit and bike share infrastructure. This is so vitally important as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

It's all about what the city invests in, there is no way to future proof our city, Los Angeles without investing in public transit and bike infrastructure that is attractive and safe!

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:12 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public comment Item 3

Last year you increased the highway budget 80%; this year 30%, all while decreasing the transit budget. Do the reverse.

You're making things worse for people who live in this city!

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:19 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving people oriented transit solutions such as trains, buses, bike lanes, and pedestrian only areas before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:20 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

As a physician, I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. We need to increase spending on public transit and other infrastructure to create the cities of the future that promote the wellbeing for all citizens.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:25 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am distressed and very concerned about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:28 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

This is regarding Metro's draft 2023 budget. It is time to adjust to the new reality, which according to the latest U.N. report is dire and already affecting Southern California, we have a "brief and rapidly closing window' to avoid a hotter, deadly future". So it's clear that we should be acting rationally and start addressing the problem which is that there are too many vehicles and we should be investing in public transportation and not in expanding the freeway system. We owe it to the next generations.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:30 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:37 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023. Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air.

Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 2:43 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

My name is Anthony Dixon, I am an LA resident. Everyday I ride my bike and take transit across town on my commute to and from work, through sadly perilous and unsafe streets. Everyday I am one distracted driver away from serious injury or death.

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May to ensure your commitment to prioritizing the safety of commuters like myself and others.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:49 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:51 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft. of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:01 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** transit@groundgamela.org  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, March 23, 2022 3:05 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 3:06 PM

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:06 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:08 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment on Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am contacting you about my concerns on Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos, including myself, live within 1,000 ft. of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 3:12 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 3:20 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

The new today still puts Los Angeles as the city with the worst air pollution in the country! Air pollution has killed more people than COVID. The city should be looking at ways to reduce air pollution and reduce costs of living in LA by investing in public transit, bike lanes, and pedestrian infrastructure. This should be a common sense vote especially while other cities are doing the same. Paris is shutting down streets and creating parks in its city center. Please do the right thing for everyone's health and well-being.

Thank you,

[REDACTED]

I take the red line and ride a bike.



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 3:20 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:27 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment! - Item Number Three

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

Remember when COVID first hit, and everything temporarily shut down for a few months? The air was cleaner than I've ever breathed in this city. The weather turned beautiful, and the thin brown haze of smog finally had its time to completely dissipate from the air. For the first time, I actually felt hopeful that we could get Los Angeles' air quality under control. Imagine my predictable disappointment when Garcetti and Newsom opened the state back up, and the smog cloud is back in full force.

We had the time to do updated construction on our roads while everyone was working from home, we had plenty of time to implement essential structural changes to make Los Angeles a more commuter-friendly city. We cannot keep increasing a highway budget; having more lanes of traffic has been scientifically proved since the 70s that it DOESN'T reduce the amount of traffic. By instead investing in public transportation infrastructure instead of highway budgets, we can create a Los Angeles that will also be friendly to its future residents.

With the Olympics being held in Los Angeles, increasing the highway budget seems ludicrous. Traffic is GUARANTEED to be insane. Holding the Olympics here will bring a nice chunk of change to Los Angeles' economy, and choosing to invest in public transportation instead of a highway project makes the most sense economically! All of the national and international visitors, athletes, coaches, etc would much rather visit and enjoy a city they can easily get around on by foot, rather than having to rent a vehicle or constantly catch an Uber or Lyft. Think about how many international visitors who would love to RETURN to Los Angeles after the Olympics because of how easy it was to get around! That's one less expense on travel, and one more investment to our awesome, diverse economy. We want to show the world what we're capable of! Los Angeles is an incredible city. It is MASSIVE, it can even be intimidating,

but it is so beautiful and every single place in it is unique. Investing in public transportation instead of highways benefits everybody in the city, and every potential new visitor.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. Instead of thinking only about investors and the money you could potentially make immediately, please please PLEASE consider everybody's future, and the consequences that these sorts of decisions cause. Help make Los Angeles a city that you would be proud to show your children, your children's children, and the future workers of the city.

Thanks!

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:45 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:53 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I "DAMAND" that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

P.S. ARE YOU STUPID?

WHY DO WE HAVE TO BE CONCERNED ABOUT THIS VS. ACTING LIKE PEOPLE THAT WANT TO HAVE A PLANET LEFT IN THE NEXT 10 YEARS.

ARE YOU BOARD MEMBERS STUPID???

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public comment - support for item #31 (2022-0180)

To the Metro Board,

The [REDACTED] supports investments in LA River habitat enhancement, stormwater capture, and public access, which the Los Angeles River Path provides. Please approve the motion by Directors Garcetti, Solis, and Najarian for the Link Union Station – LA River Path Connector (item #31 on the March 24, 2022 agenda).

Thank you.

Sincerely,

[REDACTED]

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

[REDACTED]

[REDACTED]  
[REDACTED]

 Follow @lafiorellina [REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:13 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

The 405 freeway expansion project cost \$1.1 billion and resulted in increased congestion and decreased travel times. The personal automobile became the default mode of travel for many angelenos through a combination of carrots (e.g., "free" parking, mandatory parking minimums, gas prices that do not include externalities such as pollution cleanup and mitigation) and sticks (e.g., defunding of public transit such as streetcars, lack of connected and safe infrastructure for other modes of transportation). To transition away from this system, which is irrational and harmful on so many levels, combinations of carrots and sticks will also be required. Please do not continue with the failed designs and policies of the past.

Thank you,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 4:19 PM

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

**Subject:** No More Freeways!

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I'm shocked that in a climate crisis that Metro would consider a 30% increase in Freeway spending. Why do this after last year's 80% increase in freeway spending while decreasing transit spending?

Freeways are an ecological and health disaster causing death through traffic accidents and countless cases of cancer and lung disease.

I ask that you to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:24 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft. of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:24 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** New Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board, to all my fellow Angelinos,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending (!), and at the same time as transit expansion funding is being decreased (!!)

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to **Induced Demand**.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Hope you make the right choice, for all of us.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:35 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

Blessings and Best,

[REDACTED]  
[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 4:44 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[YOUR NAME]  
[YOUR CITY AND ZIP CODE]

**From:** [REDACTED]

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

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. My family and I, along with over 1 million other Angelenos live within 1,000ft downwind of a freeway, forced to constantly breathe it's toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

While I am not opposing maintenance for existing freeway facilities, I am absolutely opposing any expansion projects. It's vital Metro stop spending on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Additionally, you have an opportunity to positively influence our redevelopment policies to promote an equitable distribution of housing (including affordable) and employment (at living wage) in our region such that long distance commuting is reduced year-on-year and a significant percentage of persons be able to avail themselves of alternatives such as: walking, bicycling, local public transit, etc.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

--

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 5:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

Metro is not acting like there is a climate emergency.

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

## Comment & Speakers List

### Board Month: March 2022

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ ITEM NEEDS MORE CONSIDERATION)
1	Caller 3690	P&P #6	FOR
2	Caller - Valley Industry & Commerce Association	P&P #9	FOR
3	Caller 8255	P&P #9	FOR
4	Caller 1047	P&P #9	FOR
5	Caller	P&P #9	FOR
6	Harlan Levison	P&P #10	ITEM NEEDS MORE CONSIDERATION
7	Cate Shaffer-Shelby	P&P #10	ITEM NEEDS MORE CONSIDERATION
8	Spike Whitney	P&P #10	ITEM NEEDS MORE CONSIDERATION
9	Lora Martinolich	P&P #10	ITEM NEEDS MORE CONSIDERATION
10	Deneane Fiorentino-Stevenson	P&P #10	ITEM NEEDS MORE CONSIDERATION
11	John Cheng	P&P #10	ITEM NEEDS MORE CONSIDERATION
12	Mina Fried	P&P #10	ITEM NEEDS MORE CONSIDERATION
13	Monica Gomez	P&P #10	ITEM NEEDS MORE CONSIDERATION
14	Christine Richards	P&P #10	ITEM NEEDS MORE CONSIDERATION
15	May Camson	P&P #10	ITEM NEEDS MORE CONSIDERATION
16	Kristen Gassner	P&P #10	ITEM NEEDS MORE CONSIDERATION
17	Todd Volkman	P&P #10	ITEM NEEDS MORE CONSIDERATION
18	Patrick Wells	P&P #10	ITEM NEEDS MORE CONSIDERATION
19	Sean Green	P&P #10	ITEM NEEDS MORE CONSIDERATION
20	Lani Stapp	P&P #10	ITEM NEEDS MORE CONSIDERATION
21	Michele McKinlay	P&P #10	ITEM NEEDS MORE CONSIDERATION
22	Robin MacLeod-Jones	P&P #10	ITEM NEEDS MORE CONSIDERATION
23	Mark Arnott	P&P #10	ITEM NEEDS MORE CONSIDERATION
24	Anthony Delgadillo	P&P #10	ITEM NEEDS MORE CONSIDERATION
25	Frank (Pancho) Jones	P&P #10	ITEM NEEDS MORE CONSIDERATION
26	Lisa Grundy	P&P #10	ITEM NEEDS MORE CONSIDERATION
27	Michael and Nancy Breaux	P&P #10	ITEM NEEDS MORE CONSIDERATION
28	Sharon Miro	P&P #10	ITEM NEEDS MORE CONSIDERATION
29	Susan Holder	P&P #10	ITEM NEEDS MORE CONSIDERATION
30	Rich Wrightson	P&P #10	ITEM NEEDS MORE CONSIDERATION
31	John Goldfarb	P&P #10	ITEM NEEDS MORE CONSIDERATION
32	Steven R Sanzo	P&P #10	ITEM NEEDS MORE CONSIDERATION
33	Elba Vega	P&P #10	ITEM NEEDS MORE CONSIDERATION
34	Howard Naness	P&P #10	ITEM NEEDS MORE CONSIDERATION
35	Anthony Larry	P&P #10	ITEM NEEDS MORE CONSIDERATION
36	Christopher Shelton	P&P #10	ITEM NEEDS MORE CONSIDERATION
37	Colby Dant	P&P #10	ITEM NEEDS MORE CONSIDERATION
38	Kevin Furlong	P&P #10	ITEM NEEDS MORE CONSIDERATION
39	Craig Peters	P&P #10	ITEM NEEDS MORE CONSIDERATION
40	Patricia Pérez	P&P #10	ITEM NEEDS MORE CONSIDERATION
41	John Kadish	P&P #10	ITEM NEEDS MORE CONSIDERATION
42	Melanie Pava	P&P #10	ITEM NEEDS MORE CONSIDERATION
43	Paul Pattengale	P&P #10	ITEM NEEDS MORE CONSIDERATION
44	Ellen Stern	P&P #10	ITEM NEEDS MORE CONSIDERATION

45	Sherwin Carballo	P&P #10	ITEM NEEDS MORE CONSIDERATION
46	Frank F Medina	P&P #10	ITEM NEEDS MORE CONSIDERATION
47	Nadine Levyfield	P&P #10	ITEM NEEDS MORE CONSIDERATION
48	Charlie Marshak	P&P #10	ITEM NEEDS MORE CONSIDERATION
49	Reiner Kolodinski	P&P #10	ITEM NEEDS MORE CONSIDERATION
50	Paul Ripple	P&P #10	ITEM NEEDS MORE CONSIDERATION
51	Caller 5801	OPS #19	GENERAL COMMENT
52	Caller 9600	OPS #19	GENERAL COMMENT
53	Caller 0660	OPS #20	GENERAL COMMENT
54	Caller 5801	OPS #20	GENERAL COMMENT
55	Caller 6457	OPS #21	FOR
56	Caller 0660	OPS #21	ITEM NEEDS MORE CONSIDERATION
57	Caller 5801	OPS #21	GENERAL COMMENT
58	Caller 7310	OPS #21	FOR
59	Caller 5801	OPS #23	GENERAL COMMENT
60	Caller 5801	OPS #24	GENERAL COMMENT
61	Caller 1975	RBM Consent Calendar	GENERAL COMMENT
62	Caller 7719	RBM Consent Calendar	GENERAL COMMENT
63	Caller 0660	RBM Consent Calendar	GENERAL COMMENT
64	Caller 9702	RBM Consent Calendar	GENERAL COMMENT
65	Alex Echeverria	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
66	Bubba Fish	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
67	Ilanthe Zevos	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
68	Sara Steffan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
69	Michael Etzel	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
70	Ed Costello	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
71	Armando Carvalho	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
72	Jessica Craven	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
73	Tesia Meade	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
74	Michael Peck	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
75	Tal	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
76	Ricardo Suarez	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
77	Ifetayo Davidson-Cade	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

78	Adam G. Linder	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
79	Jonathan Eby	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
80	Faith Myhra	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
81	Divya Maus	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
82	Andrew Reich	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
83	Camille Suarez	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
84	Aaron Schmidt	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
85	Daniel Bezinovich	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
86	Alex Duchon	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
87	Seymour Polatin	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
88	Marsian De Lellis	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
89	Allon Percus	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
90	Ashley Pavicic	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
91	Morgan Goodwin	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
92	Evan Clark	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
93	Dan White	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
94	Tieira	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
95	Alex Hedbany	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
96	Chase Gilbertson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
97	Chase Engelhardt	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
98	Matt Ruscigno	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
99	Erich Bollmann	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
100	Topher Hendricks	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
101	Joshua Cooper	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
102	Tyler Schwartz	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

103	Michael Dow	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
104	Christopher Flores	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
105	Sophie Nenner	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
106	Conrad Kaczmarek	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
107	Tiffine Malamphy	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
108	Liana Jegers	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
109	Lisa Beebe	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
110	Jackson Kopitz	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
111	Karen Canady	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
112	Hans Beischel	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
113	Ben Mayne	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
114	Jennifer Ho	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
115	Cyndi Otteson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
116	Laura Cowan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
117	Aaron Stein-Chester	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
118	Griffin Rowell	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
119	Andrea Guttag	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
120	Nicole Elin Antoine	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
121	Heather Johnson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
122	Lisa Liberati	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
123	Evan Corrigan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
124	Kate Grodd	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
125	Phil Hong	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
126	Cal Burton	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
127	Julie Cash	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

128	Gerardo Reyes	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
129	Nick Burns	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
130	Mary Daval	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
131	Anthony Dixon	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
132	Stacey Garcia	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
133	Michael Lopez	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
134	Francisco Espinosa	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
135	Greg Irwin	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
136	Alex Davis	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
137	Edward Gonzales	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
138	Kasia J	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
139	Vicki Friesen	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
140	Brian Hutton	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
141	Aida Ashouri	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
142	Laurene von Klan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
143	Kelly Wright	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
144	Hannah Gibson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
145	Karli Melder	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
146	Jay Ross	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
147	Lynn Moses	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
148	Erik Mar	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
149	Erik Knutzen	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
150	William Weber	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
151	Auguste Miller	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
152	Alexanderra Totz	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

153	Katie Levine	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
154	David Feuer	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
155	Laura Graves	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
156	Wesley Chuang	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
157	Caller 0311	RBM #6	FOR
158	Caller 0668	RBM #7	FOR
159	Caller 4758	RBM #7	FOR
160	Caller 5065	RBM #7	GENERAL COMMENT
161	Caller 6639	RBM #7	FOR
162	Caller 7719	RBM #7	GENERAL COMMENT
163	Caller 7719	RBM #8	FOR
164	Caller 5065	RBM #8	ITEM NEEDS MORE CONSIDERATION
165	Caller 5697	RBM #21	FOR
166	Caller 7310	RBM #21	FOR
167	Caller 6457	RBM #21	FOR
168	Caller 7719	RBM #21	FOR
169	Caller 2237	RBM #21	FOR
170	Caller 2616	RBM #30	GENERAL COMMENT
171	Caller 5065	RBM #30	GENERAL COMMENT
172	Shona Ganguly	RBM #31	FOR
173	Caller 9249	RBM #31	FOR
174	Caller 5065	RBM #31	FOR
175	Caller 2616	RBM #31	FOR
176	Caller 5065	RBM General Public Comment	GENERAL COMMENT
177	Caller 8663	RBM General Public Comment	GENERAL COMMENT
178	Caller 2616	RBM General Public Comment	GENERAL COMMENT
179	Caller 9327	RBM General Public Comment	GENERAL COMMENT
180	Caller 5684	RBM General Public Comment/#31	FOR
181	Caller 5065	RBM Closed Session	GENERAL COMMENT
182	Caller 2616	RBM Closed Session	GENERAL COMMENT