

June 2022 EMC Public Comments

From: [REDACTED]

Sent: Wednesday, June 15, 2022 3:54 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

My name is [REDACTED] and I am a transit rider, PSAC member and with ACT-LA. I depend on the Orange line and Red line to get to work.

I want to congratulate Metro, Metro board and PSAC for this monumental moment. Transit ambassadors are essential to a care first approach and a big step towards real safety on Metro. We thank you for the investment that has gone into this pilot. We want to urge you to ensure that the ambassadors program is set up to succeed by -having ambassadors cover the bus system, that cultural competence is taken into account and that there is a plan to transition ambassadors to in agency union jobs.

We do want to flag that RMI is also one of Metros security contractors. How can the public be sure the security tasks and ambassador tasks are not done by the same people?

We look forward to answers to these questions through regular updates and transparency on the pilot. Thank you.

--

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 15, 2022 3:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 15, 2022 3:57 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:07 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you.

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am a longtime transit rider and today I write in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work with transit riders and assessment at multiple points to ensure that it will serve its ridership well.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:22 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:22 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you.

Best,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:25 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you.

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:34 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: contact@act-la.org
Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations? Finally, how will program evaluation criteria measure and course correct as needed for proper cultural competence and dispatch?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations? Finally, how will program evaluation criteria measure and course correct as needed for proper cultural competence and dispatch?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:41 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

To the Metro Board of Directors,

I am writing to celebrate Metro for beginning the process of implementing the Transit Ambassador pilot on Metro. These transit ambassadors will be critical in a care-first approach for transit riders like myself.

I hope that Metro in the near future will provide clarity about what criteria will be used to evaluate the program once it begins, and course correct as needed. The introduction of transit ambassadors is an exciting step for Metro, and will certainly require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you,

[REDACTED]

--

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:47 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: SUPPORT and Questions Around Item #39 - Transit Ambassador Contract

Dear Metro Board of Directors,

I am writing in support of awarding a contract for a Transit Ambassador pilot on Metro. The role of the transit ambassadors is critical in a care-first approach for transit riders, including myself.

However, I ask for Metro's consideration and clarity on the issue of security overlap, cultural competence, and robust assessment. In the event that Metro's current security contractor, RMI, is awarded the contract, how can the public be assured that ambassador and security enforcement responsibilities are not conducted by the same individuals?

How will cultural competence be measured and implemented among dispatched ambassadors, to ensure they can correctly serve the public? Additionally, what criteria will decision-makers use to dispatch ambassadors on buses and trains, versus bus stops and stations?

The introduction of transit ambassadors is the right step for Metro, but will require work and assessment at multiple points to ensure that it will serve its ridership well.

Thank you.

[REDACTED]

June 2022 OPS Public Comments

From: [REDACTED]

Sent: Wednesday, June 15, 2022 3:41 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment for Item 30: Operations, Safety and Customer Experience Committee

Dear Metro Board and Operations Committee,

I am concerned with the staff recommendation to dissolving the existing Public Safety Advisory Committee (PSAC) and reconstituting it with new members. In my 10+ years working in transportation advocacy in Los Angeles, I have never seen Metro dissolve an advisory committee this fast. If the motivation for doing that is because staff are frustrated the committee is moving slower than Metro staff want, or because the committee has chosen not to have a chair, then that does not seem to warrant disbanding this important group entirely.

While adding new members is one thing, dissolving the existing work that has been built since April 2021 is a mistake. The amount of work and commitment into Metro's PSAC, is in my experience, unprecedented with over 93 meetings in less than 2 years. The committee has established rapport with each other, become increasingly knowledgeable on the challenges and constraints Metro faces and are poised to recommend ideas that prioritize transit riders and operators.

The existing committee members brought their professional and lived experiences to this critical space, and in a way that shifted the parameters of the discussion.

We encourage you to:

- (1) allow members to choose whether or not they'd like to extend their term on the PSAC,
- (2) define criteria for expanded membership and the specific viewpoints Metro would like to see represented, and
- (3) articulate a transparent process for how PSAC membership will evolve in the future.

My best,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 3:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS on Item #30 - Public Safety Advisory Committee Evaluation

My name is [REDACTED] and I am a transit rider, PSAC member and with ACT-LA. I depend on the red line and orange line. I

The reports author as a law enforcement affiliate does not analyze the deep direct democratic governance processes that PSAC members rightfully took the time to complete in the formation of this council by suggesting the first several months were "spent" on administrative matters. The author's approach was unfair to the service of community members who first defined and applied their trusted processes for decision making.

PSAC directive

- PSAC was tasked with giving recommendations on the pilot program, other safety alternatives and auditing the policing contract.
- PSAC recommended that Metro move to a non contractual relationship with law enforcement and instead began rolling out alternatives such as the ambassador program. This recommendation is in line with the directive for the advisory committee to recommend how Metro should move forward with the contracts.

Expertise

- PSAC body represents the diversity of transit riders. They were chosen to bring the transit riders perspective.
- Contrary to the report's findings, many PSAC members have significant experience working on issues like police practices and represent other important constituencies - such as disability rights, work closely with LGBTQ communities, and are survivors of violence.
- Metro appears to be using the report as a means to change PSAC's membership to get more members that will do what Metro wants them to do - and say what Metro wants them to say – rather than speak up and advocate on behalf of Los Angeles' marginalized communities.

Report tone

- The report's tone is overall disrespectful to PSAC's members and the life experience and dedication they bring to the committee. Quoting members' responses and comparing them to METRO staff uniformed responses. PSAC members are diverse and have varying experiences on the system and that is the value they bring to the committee.

Thank you

--

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS on Item #30 - Public Safety Advisory Committee Evaluation

Dear Metro Board of Directors,

I am writing with concerns around Metro's Impact Evaluation Report related to the Public Safety Advisory Committee (PSAC).

The author of the report, a law enforcement affiliate, does not take into account the deep and direct democratic governance processes that PSAC members created during the formation of this council when the authors suggest the first several months were "spent" on administrative matters. The author's approach was unfair to the service of community members who intentionally defined and then applied their trusted processes for decision making on PSAC.

Additional concerns include:

- That it dismisses the significant expertise and experience held by members of the Committee. For example, members of PSAC have particular expertise working on issues of policing practices, disability rights, LGBT rights, or are survivors of violence themselves. The diverse and relevant lived experience of the committee members informed their work and strong policy recommendations.
- The overall tone throughout which was used to dismiss the committee members and the work they contributed to. PSAC took on a monumental task of assessing policing and safety practices at Metro, and put ample time into crafting specific policy recommendations based on that work.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 15, 2022 4:01 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: CONCERNS on Item #30 - Public Safety Advisory Committee Evaluation

Dear Metro Board of Directors,

I am writing with concerns around Metro's Impact Evaluation Report related to the Public Safety Advisory Committee (PSAC).

I'm concerned that the overall tone throughout the report is dismissive of the committee members and the important work they contributed to. PSAC took on a monumental task of assessing policing and safety practices at Metro, and put ample time into crafting specific policy recommendations based on that work. The evaluation reads as if Metro did not agree with the PSAC recommendations and is therefore moving to dissolve the committee, rather than grapple with its recommendations.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS on Item #30 - Public Safety Advisory Committee Evaluation

Dear Metro Board of Directors,

I am writing with concerns around Metro's Impact Evaluation Report related to the Public Safety Advisory Committee (PSAC).

The author of the report, a law enforcement affiliate, does not take into account the deep and direct democratic governance processes that PSAC members created during the formation of this council when the authors suggest the first several months were "spent" on administrative matters. The author's approach was unfair to the service of community members who intentionally defined and then applied their trusted processes for decision making on PSAC.

Other concerns I have in regards to this report include that it dismisses the significant expertise and experience held by members of the Committee. For example, members of PSAC have particular expertise working on issues of policing practices, disability rights, LGBT rights, or are survivors of violence themselves. The diverse and relevant lived experience of the committee members informed their work and strong policy recommendations.

The overall tone throughout the report was dismissive of the committee members and the work they contribute towards an equitable vision of safety for all transit riders. The Public Safety Advisory Committee has taken on the monumental task of assessing policing and safety practices at Metro, and put ample time into crafting specific policy recommendations based on that work.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS on Item #30 - Public Safety Advisory Committee Evaluation

Dear Metro Board of Directors,

I am [REDACTED], a longtime bus rider and advocate, writing today with concerns around Metro's Impact Evaluation Report related to the Public Safety Advisory Committee (PSAC).

I am concerned that the author of the report, a law enforcement affiliate, does not take into account the deep and direct democratic governance processes that PSAC members created during the formation of this council when the authors suggest the first several months were "spent" on administrative matters. The author's approach disregards the service of community members who intentionally defined and then applied their trusted processes for decision making on PSAC.

I am also concerned that this report dismisses the significant expertise and experience held by members of the Committee. PSAC members have particular expertise working on issues of policing practices, disability rights, LGBT rights, or are survivors of violence themselves. The diverse and relevant lived experience of the committee members informed their work and strong policy recommendations.

The overall tone throughout the report is dismissive of committee members and their contributions towards an equitable vision of safety for all transit riders. The Public Safety Advisory Committee has taken on the monumental task of assessing policing and safety practices at Metro, and put ample time into crafting specific policy recommendations based on that work.

I do hope you consider these concerns prior to any decision making regarding this evaluation.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 15, 2022 4:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS on Item #30 - Public Safety Advisory Committee Evaluation

Dear Metro Board of Directors,

I am writing with concerns around Metro's Impact Evaluation Report related to the Public Safety Advisory Committee (PSAC).

The author of the report, a law enforcement affiliate, does not take into account the deep and direct democratic governance processes that PSAC members created during the formation of this council when the authors suggest the first several months were "spent" on administrative matters. The author's approach was unfair to the service of community members who intentionally defined and then applied their trusted processes for decision making on PSAC.

Other concerns I have in regards to this report include that it dismisses the significant expertise and experience held by members of the Committee. For example, members of PSAC have particular expertise working on issues of policing practices, disability rights, LGBT rights, or are survivors of violence themselves. The diverse and relevant lived experience of the committee members informed their work and strong policy recommendations.

The overall tone throughout the report was dismissive of the committee members and the work they contribute towards an equitable vision of safety for all transit riders. The Public Safety Advisory Committee has taken on the monumental task of assessing policing and safety practices at Metro, and put ample time into crafting specific policy recommendations based on that work.

Thank you,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Thursday, June 16, 2022 11:19 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment on this morning's Operations meeting

Hi Board Clerk/staff:

Hope your day is well; sure you've got plenty ahead of you today with the upcoming committee meetings.

I'm just commenting because I accidentally misspoke when trying to give verbal comment on today's agenda; during consideration of two items at once (at least that's what I thought was happening), I raised my hand before a director had a comment on item 31--and then got called on public comment for that item. I said "oh sorry I wanted to comment on item 30"--when in reality, the other item was **32**. Apologies, I made a simple mistake! But then, I wasn't allowed to comment on 32, when the time came for that. Apologies for the confusion there--but I do feel it's important to say what I do say, and to stick around for the meetings that I do, so I hope my time can be respected as I'm trying to respect that y'all are trying to do your job as well.

So, I hope you can forwards on to the BoD at that meeting that I'm really displeased to see, as always, the Metro arrest records are very high for the black ridership; while they're lower than 50% for a rare occasion, I can't help but notice that it comes with Black Ridership also falling by 3% from what I'm familiar with it being (sliding from 18% to 15%, definitely something to correct for), and also I was going to point out that in the satisfaction part of the report, Black Folks are also scoring safety on Metro lower than any other group--and yet, they're the most likely to be arrested. While I can't prove anything with two data points, it does match my own experience that a lot of black folks don't feel safe on the bus-- And really underscores why I've been organizing with the Bus Riders Union to ask y'all to stop fare enforcement and other anti-black policies, and get cops off the bus!

Anyhow, hope y'all have a good rest of your day.

Best,

[REDACTED]

June 2022 P&P Public Comments

From: [REDACTED]
Sent: Tuesday, June 14, 2022 10:32 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: AGAINST Item #12 Green Line Extension to Torrance

Attention Metro:

I am writing you this email on behalf of MANY local Residents and Business owners in Redondo Beach as well as Torrance, California who are AGAINST the Green Line, Item #12!! We have had many meetings with homeowners, business owners, local city government officials, and attorneys, etc discussing the dangers, and problems regarding the idea of green line being located here in the residential neighborhoods just feet away from where babies and children play and run around near train tracks. also dogs and pets run around, and long time endangered birds are located.

It is unsafe in many ways. There are multiple pipelines in the area, as well as other reasons that this is a Dangerous location for a green line.

There are homes valued at over \$1 million dollars with families, children that reside in this safe neighborhood. We plan on keeping it safe, quiet.

Green line is not needed nor desired in this area. People drive and take the Metro bus system. The bus system needs improvement. That is where you need to put the money into rather than the green line in this area.

Statistically, Residents in this area don't use light rail locally. You can see these stats on the recent survey done in the area.

Besides issues with being dangerous and causing derailments like recently in Colton, California. Sound, light, crime increase, loss of endangered birds from this area, increase of traffic causing our Police, Firefighters, Ambulances getting stuck waiting for trains to pass and not being able to get to calls on time for both emergencies and to save lives at both businesses, and residences, etc.

Crime has increased in Santa Monica, California more than ever since the light rail has been there.

There are multi million dollar homes in Santa Monica that are being burglarized, robbed. Santa Monica NEVER had crime like it does now due to the light rail which is called the "CRIME TRAIN" in Santa Monica by Business Owners, and residents living there for over 50 years!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

We are not going to put up with a crime increase or anything else since it is proven to be dangerous to have any additional trains on our tracks next to our homes that are used for freight ONLY.

This is COMMON SENSE!!!!!!

You can't have 1 train that carries explosive freight materials with another train carrying human beings at the same time and not have issues with SAFETY, DERAILMENTS, FIRE, CRIME INCREASE, TRAFFIC INCREASE, ETC!!!!!!!!!!!!!!!!!!!!!!!!!!!!

My husband is a local Firefighter, and Paramedic and was called out on 911 call for the recent train derailment in Colton, California. This was Absolutely an example of how easy derailments happen. Especially with more than 1 train on the tracks. Especially next to the freight trains going by. These tracks are just FEET away from children playing in our backyards. Therefore, we are all against the idea of any additional trains on our current tracks that are used for Freight Only!!

Obviously, Freight trains are needed, not light rail trains holding human beings at the same time on the same tracks. Obviously, there is Too much danger with the MULTIPLE PIPELINES LOCATED NEXT TO THE TRAIN TRACKS.

There are also issues with illegally intruding on homeowners rights to Peace and Quiet on our properties!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

These are just to name a few of the problems that would arise with any green line light rail right near the residences here in Redondo Beach, California.
It would also cause a HUGE amount of lawsuits and other problems.

[illegible]

The board should be aware of this issue because with all the executives positions approved for Ms. Wiggins, she's still unaware of most of what the day-to-day entails for Metro's employees.

The union is not going to complain about it's members getting more money and in this case neither did metro. Whatever happened to saving that carrot for negotiations.

Here's the issue: metro agreed to give AFSCME instructors at OCI only an increase of over 14,000 a year excluding overtime to their salary. Metro agreed to add an extra hour of pay everyday for time not worked, just giving an extra hour of pay each day as routine.

How does that look if someone else is accused of getting paid an hour in which they never worked. Excluding other AFSCME supervisors in the same band is deem discriminatory and favoring one over the other.

The issue hereis, is it legal to pay any employee for work not done?

Is it legal to favor one particular classification?

Can this decision be looked at as wasting tax payers money or is it fraud?

Metro don't hold wrongdoing accountable and this is wrong in the eyes of any reasonable person and should be addressed.

LA's Expo Line Off the Rails - From Santa Monica to 7th Street in Downtown LA and back, a Ride into Hell

June 2022

[Click here to see video](#)

I would not be able to enter any sports stadium, airport, or government building, with the weapons many passengers now openly carry on the LA Expo, Metro transit system and Santa Monica's Big Blue Buses. This was only one of many unpleasant details I discovered during three-and-a-half weeks spent riding area public transportation in a fact-finding mission.

As a business and property owner in Santa Monica, I became concerned for the safety of my employees and those of neighboring business in the once-chic downtown and Third Street Promenade as they spoke about the one fear and anxiety they all shared: using public transportation. Dishwashers, janitors, waiters, and shop clerks, of different ages, races, and physical builds all felt the same way, and yet they depended on public transit to travel from their homes to their jobs in Santa Monica.

The graphic and sordid visuals employees described to me on public transit seemed unreal. At the same time, I had heard LA County Sheriff Villanueva claim there are an estimated 5,700 homeless individuals who use the trains as their main shelter.

I decided to conduct my own investigation. I gathered two assistants, and we dressed in worn clothes with hoodies and carried large backpacks with dirty tee shirts hanging from the top. Our original plan was to see what occurred over a weekend. What we saw was so 'off the rails' that we thought it must have been an unusual set of circumstances. I extended the experiment another three weeks, but the result was even worse.

The most immediate and obvious reality was that the Expo line running from Santa Monica to downtown Los Angeles is serving as the county's "hospital on wheels without doctors." Many motionless riders were covered in blankets, asleep, and surrounded by their own urine. By design, there are no restrooms at or near any of the Expo stops. The

train is also a crucible of crime as other travellers were organized, fully alert and walking from train to train looking for their next prey.

Each of us saw either a drug deal or the mixing of weed and crack by males seated on the stained cloth train seats. We saw several individuals bartering for narcotics dressed in the same lime green colored vests with orange stripes as the drivers wear. The ersatz uniform provided an authoritative "cover" for them to complete their drug deals without outside interference. On one occasion, I could see an argument inside a car between several men surrounding a small tray of off-colored white powder, likely meth. They had a guard of their own blocking entry to the car.

And thus there were the weapons. Brass knuckles, 9 mm semiautomatic pistols, small semiautomatic handguns (most likely homemade because they appeared sawed off), 6-inch knives, sawed-off 12-inch cast iron pipes, sawed-off fishing rods, two-foot hardened steel industrial chain.....much of it worn and carried, or hanging from openings in the side of baggy pants or from pockets and backpacks. The less sophisticated, sleeping off the effects of whatever drug they had ingested, carried simple wooden sticks.

It was this last group of people we saw covered and motionless on the same trip and sometimes on the same train, all day. At night they were quiet except for loud snoring, people very sick coughing and wheezing, and the sounds of paper or plastic bags opening to scrape up and place their feces. Urine remained on the floors until it was walked over or dried up. One couple completely covered in a yellow stained blanket were engaged in sex and moaning.

Although the train platforms and rails get a power washing that leaves behind an repelling aroma of cheap bleach and urine, we never saw anyone cleaning the interior of any cab.

A few of the perennial homeless travellers locked eyes with me. Some spoke because there was someone other than themselves to speak to. I could only make sense of about 15% of their words, but they told me about liver disease or, shivering, said they had untreated herpes and HIV.

One common fact stood out -- none had been in California for more than 3 months. All were transplants.

Currently, patrol and law enforcement are shared among Metro "guards and ambassadors," and the Long Beach and LA Police Departments. But we saw no Metro police on the train until we arrived

at the final stop at 7th Street in Downtown LA. The only other law enforcement present was the LA County Sheriff's Department, who faithfully fulfill their contracted duty of keeping order at the terminus in Santa Monica. Comically, there is a loudspeaker announcement advising riders if they "see something, say something", with a phone number. No one will come. Once you are inside the train car, you are dead meat.

I reached out to several members of the Expo Board of Directors, to County Supervisor Sheila Kuehl, who lives in Santa Monica, and Mayor Eric Garcetti. I would like to ride the entire 15.2 mile Expo line with each of them starting in Santa Monica, where they will park inside of one of Santa Monica's seedy garages, without being dropped off by their personal driver, step past puddles of urine, motionless but living bodies here or there, tagged walls, and then past several tented encampments on 4th Street or along Colorado. Then we will wait on the platform for a train, take a deep breath, step in and sit down, watch the doors shut, and see what it's like for the working class of LA. on a daily basis.





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

City of Artesia

City of Bell

City of Bell Gardens

City of Cerritos

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

Burbank-Glendale-Pasadena
Airport Authority

Chair

Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair

Vrej Agajanian
Councilmember
City of Glendale

Secretary

Jose R. Gonzalez
Vice Mayor
City of Cudahy

Treasurer/Internal Auditor

Alejandra Cortez
Councilmember
City of Bell Gardens

Executive Director
Michael R. Kodama

General Counsel
Matthew T. Summers

Ex-Officio
Ricardo Reyes
City Manager Representative

June 20, 2022

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

Re: Letter of Support - Metro Motion - **Norman Y. Mineta Station Dedication**

Supervisor Solis,

Eco-Rapid Transit supports the motion by you and Metro Director Garcetti to dedicate the Little Tokyo/Arts District Station to Secretary Norman Yoshio Mineta in honor of his contributions to the Los Angeles' transit system, the Japanese American community, the Little Tokyo community, and his career as a public servant.

Secretary Mineta service as the former United States Secretary of Transportation and as a primary author of the American Disabilities Act and Intermodal Surface Transportation Efficiency Act (ISTEA) was vital for the country. He has left a legacy in local government and transportation. He has been an important contributor in our community from the formation of the Gateway Cities Council of Governments to working with all of us on the West Santa Ana Branch.

Sincerely,

Michael R. Kodama
Executive Director

Cc: The Honorable Janice Hahn, Los Angeles County Supervisor and Metro Board Member
The Honorable Eric Garcetti, City of Los Angeles Mayor and Metro Board Member
The Honorable Fernando Dutra, City of Whittier Councilmember and Metro Board Member
The Honorable Ali Sajjad Taj, City of Artesia Councilmember and Chair, Eco-Rapid Transit
Eco-Rapid Transit Board of Directors
Nancy Pfeffer, Executive Director, Gateway Cities COG

June 22, 2022

The Honorable Hilda L. Solis
Chair, Los Angeles County Metropolitan Transportation Authority Board of Directors
Los Angeles County Supervisor, First District
Transmitted by email

Re: Motion to Dedicate Little Tokyo/Arts District Station in Honor of Norman Y. Mineta

Dear Supervisor Solis:

Few Americans have served their country with more dignity or had a greater impact on modern transportation than former United States Secretary of Transportation Norman Y. Mineta. In recognition of his 35 years of public service and his willingness to lend advice during the development of the Regional Connector and West Santa Ana Branch projects, the seven undersigned community-based organizations wholeheartedly support the motion by Metro Board President and County Supervisor Hilda Solis and Mayor Eric Garcetti to dedicate the Little Tokyo Arts District Station in Secretary Mineta's memory.

As a Congressional representative and the first Asian American to serve on a Presidential Cabinet, Secretary Mineta's service included 20 years as a member of the United States Congress during which he led the Subcommittee on Surface Transportation. He worked to include transportation protections in the landmark Americans with Disabilities Act of 1990 and introduced the Intermodal Surface Transportation Efficiency Act, a revolutionary law that gave state and local governments more control over the roadways in their districts and went on to chair the Public Works and Transportation Committee, largest in the House of Representatives.

A lifelong advocate for human rights, he became the driving force behind the Civil Liberties Act of 1988, a law that officially apologized for and redressed the injustices endured by Japanese Americans during World War II. As chair of the Board of Trustees for the Japanese American National Museum, located adjacent to the new Regional Connector station, he helped ensure that the lessons embodied in that wartime experience continue to promote greater understanding among all people.

We, therefore, urge the Metro board of directors to vote in favor of the motion to dedicate the Regional Connector Station as the *Norman Y. Mineta Little Tokyo/Arts District Station*.

Japanese American Citizens League, Downtown Los Angeles Chapter
Japanese American National Museum
Chinese American Museum
Japanese Chamber of Commerce of Southern California
Little Tokyo Business Association
Little Tokyo Community Council
Little Tokyo Legacy Foundation



Little Tokyo Legacy Foundation
Let's Make it Better



cc: Mayor Eric Garcetti