

GLASSELL PARK

IMPROVEMENT ASSOCIATION

WORKING TO BETTER OUR COMMUNITY SINCE 1968

PRESIDENT MOLLY LYNN TAYLOR / VICE PRESIDENT HELENE SCHPAK / TREASURER JIM KIEHL / SECRETARY MARGE PIANE /
IMPROVEMENT CHAIR VACANT / AREA REPRESENTATIVES: JENNIFER CAMPBELL, JOHN LIST, MARCIE ROSE

30 November 2022

To: Los Angeles Metropolitan Transit Authority Board (boardclerk@metro.net)

Re: **Removal of Agenda item 13 from consent**, December 1, 2022 Board meeting

Dear Los Angeles Metro Board members:

The Glassell Park Improvement Association (GPIA), sent a Statement of Community Impact regarding the Transportation Communication Network (TCN) on October 20th. In our letter we stated our opposition to the Los Angeles Metropolitan Transit Authority's (Metro) plan to implement the TCN Program of digital billboards above Los Angeles freeways. We were, and remain, especially concerned about the two Freeway-facing TCN structures (FF-13 SB2 & FF-14 NB2) proposed for placement above the 2 Freeway in Glassell Park.

Our statement was in response to the Draft Environmental Impact Report. The itemized replies to our Statement inaccurately stated that the part of the L.A. River over which the 2 freeway passes is concrete lined. In fact, per the US Army Corps of Engineers, this stretch is the heart of the Glendale Narrows that is defined as "soft bottom" and full of vegetation and the wildlife it supports.

Despite our acknowledged and filed communication, we were not informed of the availability of the Final Environmental Impact Report (FEIR). If we, involved community members, were not informed, how can we expect that the general public was? Where is the transparency that would allow for public participation in such an important and damaging decision?

With this letter, we ask the Metro Board to **remove** this impactful item **from consent** and **delay** any further **action** until the public has been fully notified about the proposed TCN program, and all are given adequate time to review and respond to the FEIR.

The Glassell Park Improvement Association was founded in 1968, and is one of the oldest organizations of its kind in Los Angeles. Our founders described our mission as advocating for quality of life issues and working to improve conditions in Glassell Park. As such, our Board of Directors has voted and approved sending this statement on behalf of our members.

Thank you for your consideration.



[REDACTED], GPIA President, for the GPIA Board of Directors

cc: Los Angeles City Planning c/o Terri Osborne, Supervisor Hilda Solis, Assemblymember Wendy Carrillo, Congressmember Jimmy Gomez, City Councilmember-elect Eunisses Hernandez, City Councilmember-elect Hugo Soto-Martinez, Glassell Park Neighborhood Council,
sceniclosangeles@gmail.com



BRENTWOOD
COMMUNITY
COUNCIL

149 S. Barrington Ave., Box 194

Los Angeles, CA 90049

www.brentwoodcommunitycouncil.org

November 29, 2022

Metro Board

Via email – boardclerk@metro.net

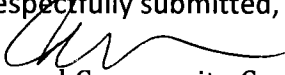

Re: Item 13, Consent Agenda, December 1, 2022 Meeting – Against, Needs Further Consideration

Dear Metro Board:

The Brentwood Community Council ("BCC") is the broadest based Brentwood community organization, representing approximately 35,000 stakeholders of the 90049 community within CD-11. The BCC includes 13 homeowners' associations, multi-family residential dwellers, business organizations, schools, religious groups, volunteer service groups, as well as public safety and environmental organizations.

The BCC has serious concerns regarding the pending digital billboard ordinance, including concerns that relate to distracted driving and the negative effects of light pollution from these billboards which we have raised in connection with pending City of Los Angeles files related to the same program. We are further concerned with what appears to be a rushed process at LA County MTA to approve the Final EIR for the Transportation Communication Network Program without adequate notice to the public, including neighborhood and community councils. We ask that you remove item 13 from your consent agenda and delay a vote until there has been meaningful opportunity for public comment.

Respectfully submitted,


Brentwood Community Council


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CHARLES J. McLURKIN

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jamie.hall@channellawgroup.com

*ALSO Admitted in Texas

November 30, 2022

VIA ELECTRONIC MAIL

Board
Los Angeles County Metropolitan Transportation Authority
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012
Email: BoardClerk@metro.net

RE: AGAINST ITEM # 13 (2022-0695) - Certification of the Final Environmental
Impact Report for the Transportation Communication Network (SCH#
2022040363)

Dear Board Members:

This firm represents the Coalition for a Scenic Los Angeles ("Scenic LA").¹ As detailed in this comment letter, the Final Environmental Impact Report ("FEIR") for the Transportation Communication Network ("TCN") ("Project" or "proposed Project")² is fatally flawed and must be revised and then recirculated for additional public comment and review. In addition, Metro's process is also fatally flawed and does not comply with the requirements of the California Environmental Quality Act ("CEQA").

¹ The Coalition for a Scenic Los Angeles, currently in the process of a name change to Coalition for a Beautiful Los Angeles, is a non-profit organization dedicated to protecting and enhancing the city's visual environment through education and political action on behalf of many important issues, including: reducing visual blight from billboards and other forms of commercial signage to promote traffic safety and improve public health; preserving urban forest and open space; establishing federally-recognized Scenic Byways; undergrounding utility lines; treating our scenic resources as treasures to be passed on to future generations; promoting equitable public policies to accomplish those goals.

² The Draft and Final EIRs are available at:
<https://www.dropbox.com/sh/713vazv99twwo2/AACpUEXtF80X3bLjEuk2TQ4da?dl=0>

1.0 INTRODUCTION

As described in Metro's findings of fact, the proposed:

Project would include the installation of up to 34 Freeway-Facing TCN Structures and 22 Non-Freeway Facing TCN Structures on Metro-owned property. The total amount of TCN Structure digital signage would be a maximum of approximately 55,000 square feet. The TCN Program would also include the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays within the City. The new TCN Structures would use intelligent technology to improve roadway efficiency and increase public safety and communication, while also generating advertising revenue for both Metro and the City.

As noted on DEIR page II-18, the proposed Project requires the following discretionary approvals:

- City adoption of Ordinance Amending Chapter 1 of the Los Angeles Municipal Code to authorize TCN Structures (Zoning Ordinance), including takedown requirements; and
- City adoption of any other necessary LAMC and General and/or Specific Plan amendments to provide for the implementation of the TCN Program.
- Issuance of a Coastal Development Permit by the California Coastal Commission and/or City for Site Locations FF-29 and FF-30.
- Other Metro and City discretionary and/or ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary lane closure permits, demolition/removal permits, grading permits, and sign approvals.

As part of the preparation of the FEIR, Metro conducted the following additional studies which are included as appendices to the FEIR:

- Lighting Study Supplemental Analysis, dated November 14, 2022 prepared by Francis Krahe & Associates
- Biological Resource Supplemental Analysis, dated November 14, 2022 prepared by HDR
- Transportation and Traffic Safety Supplemental Analysis, undated

Metro has failed to provide the public with adequate opportunity to review and comment on this additional analysis.

The proposed Project would result in significant unavoidable aesthetics, cultural resources and land use and planning impacts.

CEQA Requirements for Recirculation of a DEIR

As detailed in this comment letter, the EIR is fatally flawed and must be corrected and recirculated. Section 15088.5 of California Environmental Quality Act (“CEQA”) Guidelines specifies when recirculation of an EIR is required prior to certification. CEQA Guidelines Section 15088.5 states in part:³

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

³ CEQA Guidelines Section 15088.5(e) specifies: A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

2.0 PROJECT HISTORY

Prior to initiating preparation of the EIR, both the City and Metro engaged in actions that predisposed the two agencies to approval of the proposed Project. Prior to initiating preparation of the EIR for this Project, Metro and the City of Los Angeles (“City”) entered into a Privileged & Confidential Memorandum of Agreement (“MOA”) dated January 12, 2022.⁴ Although the agreement specifies CEQA compliance, the agreement and the various actions taken by the two agencies essentially as a practical and financial matter, have committed the two agencies to the Project.⁵ As detailed in *Save Tara v. City of West Hollywood*, 45 Cal.4th 116 (Cal. 2008), which dealt with public-private, rather than public-public agreements:

A CEQA compliance condition can be a legitimate ingredient in a preliminary public-private agreement for exploration of a proposed project, but if the agreement, viewed in light of all the surrounding circumstances, commits the public agency as a practical matter to the project, the simple insertion of a CEQA compliance condition will not save the agreement from being considered an approval requiring prior environmental review. . . .

A public entity that, in theory, retains legal discretion to reject a proposed project may, by executing a detailed and definite agreement . . . and by lending its political and financial assistance to the project, have as a practical matter committed itself to the project. When an agency has not only expressed its inclination to favor a project, but has increased the political stakes by publicly defending it over objections, putting its official weight behind it, devoting substantial public resources to it, and announcing a detailed agreement to go forward with the project, the agency will not be easily deterred from taking whatever steps remain toward the project’s final approval.

3.0 METRO FAILED TO PROVIDE NOTICE TO THOSE WHO COMMENTED ON THE DEIR

Metro is acting on both the certification of the FEIR and approval of the proposed Project as a consent calendar item, as shown in **Attachment A**. No notice was provided to our client regarding the either the availability of the FEIR on Metro’s website or that the item would be before the Board on December 1, 2022, despite the fact Scenic LA commented on the DEIR, and specifically requested notification, as shown in **Attachment B**.

⁴ https://clkrep.lacity.org/onlinecontracts/2022/C-139852_c_2-3-22.pdf

⁵ We request that the full history of actions by Metro and the City of Los Angeles regarding this Project be included in the administrative record.

4.0 THE BOARD HAS FAILED TO REVIEW AND CONSIDER THE INFORMATION CONTAINED IN THE FINAL EIR

CEQA Guidelines Section 15090 requires:

15090. CERTIFICATION OF THE FINAL EIR

(a) Prior to approving a project the lead agency shall certify that:

- (1) The final EIR has been completed in compliance with CEQA;
- (2) The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
- (3) The final EIR reflects the lead agency's independent judgment and analysis.

As demonstrated by the Board Agenda for this Project included as **Attachment B**,⁶ the decision-making body of the lead agency (i.e. Metro's Board) has failed to review and consider the information contained in the Final EIR prior to being asked to approve the Project. Certification of the FEIR is Item 13 on the Board's consent calendar. The agenda item includes:

1. APPROVING the Transportation Communication Network (TCN) Project;
2. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;
3. ADOPTING, in accordance with CEQA, the:
 1. Findings of Fact;
 2. Mitigation Monitoring and Reporting Program; and

⁶ The Board Agenda is available at:

https://metro.legistar1.com/metro/meetings/2022/12/2448_A_Board_of_Directors_-_Regular_Board_Meeting_22-12-01_Agenda.pdf

4. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

The only attachments for the agenda item are:

[Attachment A - Locations](#)
[Attachment B - Findings of Fact](#)
[Attachment C – MMRP](#)
[Attachment D - Notice of Determination Presentation](#)

The Board has thus not been presented with a copy of the Final EIR (including the Draft EIR, and the comments and responses) for review and consideration. Metro has therefore failed to proceed in the manner prescribed by law.

5.0 THE RESPONSES TO COMMENTS ARE INADEQUATE

The responses to comments contained in the FEIR are inadequate and fail to address the issues raised. All comments on the EIR are incorporated herein by reference and remain valid. The 851 pages of comments on the DEIR provide substantial evidence, including supporting studies, demonstrating the proposed Project's potential to result in significant impacts not identified in the DEIR, including biological resource, energy, and traffic and bicycle safety impacts. The limited consideration given to the valid issues raised is illustrated by the fact that the DEIR comment period closed on October 24, 2022 and the FEIR was posted to Metro's website on November 15, 2022, demonstrating the hasty manner in which responses were prepared. The FEIR fails to comply with CEQA Guidelines §15088.5(f) which states that "In no case shall the lead agency fail to respond to pertinent comments on significant environmental issues." The FEIR for the proposed Project fails to provide a good faith, reasoned analysis in response to many of the significant issues raised and instead provides conclusory statements unsupported by factual information, or merely reiterates the information contained in the DEIR, which commenters have documented as inadequate. CEQA Guidelines Section 15088 requires:

15088. EVALUATION OF AND RESPONSE TO COMMENTS

- (a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.
- (b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public

agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.

- (c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.
- (d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the Lead Agency should either:
 - (1) Revise the text in the body of the EIR, or
 - (2) Include marginal notes showing that the information is revised in the response to comments.

Case law regarding what is required in response to comment reinforces and elaborates on these requirements. The court in *People v. County of Kern*, made the point that the necessity of comments was to prevent "stubborn problems or serious criticism" concerning a project from "being swept under the rug." *People v. County of Kern* (1974) 39 Cal.App.3d 830, 841. The appellate court held that the "failure to respond with specificity in the final EIR to the comments and objections to the draft EIR renders the final EIR fatally defective." *Id.* at p. 842; See also *Cleary v. Cnty. of Stanislaus* (1981) 118 Cal.App.3d 348, 358; *City of Irvine v. Cnty. of Orange* (2015) 238 Cal.App.4th 526, 553.

Respondents failed to respond adequately to comments submitted by members of the public and other agencies, including but not limited to the comments submitted by Scenic LA, the Del Rey Neighborhood Council, Del Rey Residents Association, Scenic America, Travis Longcore for the Audubon Society, and Land Protection Partners. Instead, the responses given to numerous comments regarding the Project's impacts were

dismissive, conclusory, evasive, confusing, merely reiterated information in the DEIR, or were otherwise non-responsive, contrary to the requirements of CEQA.

By failing to provide adequate responses to public comments and proposed alternatives, Metro has failed to proceed in the manner required by law. Moreover, Metro's finding that adequate responses to comments were provided is not supported by substantial evidence.

6.0 IMPROPER RELIANCE ON PROJECT DESIGN FEATURES WHEN MAKING IMPACT JUDGEMENTS HAS RESULTED IN AN UNDER-IDENTIFICATION OF IMPACTS

The EIR for the proposed project understates Project impacts, by improperly relying on Project Design Features ("PDFs") which are in fact mitigation measures, as a basis for concluding that Project impacts are less than significant. For example, AES-PDF-1 in the Mitigation Monitoring Plan is clearly a mitigation measure as it specifies:⁷

Project Design Feature AES-PDF-1: State of the art louvers or other equivalent design features shall be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, do not exceed 0.02 footcandles.

In *Lotus v. Dep't of Transp.* (2014) 223 Cal.App.4th 645 (*Lotus*), the court found that an EIR violated CEQA by incorporating proposed mitigation measures into the description of the project, and then basing its conclusion of less-than-significant impacts in part on those mitigation measures. This is exactly what has been done in the EIR for the proposed Project. The court found that this improperly compressed the analysis of impacts and mitigation measures into a single issue.

In *Lotus v. Dep't of Transp.* (2014) 223 Cal.App.4th 645 (*Lotus*), Caltrans was found to have certified an insufficient EIR based on its failure to properly evaluate the potential impacts of a highway project. The *Lotus* court found that Caltrans erred by:

. . . incorporating the proposed mitigation measures into its description of the project and then concluding that any potential impacts from the project will be less than significant. As the trial court held, the "avoidance, minimization and/or mitigation measures," as they are characterized in the EIR, are not "part of the project." They are mitigation measures designed to reduce or eliminate the damage to the redwoods anticipated from disturbing the structural root zone of the trees by excavation and placement of impermeable materials over the root zones. By compressing the

⁷ See also GEO-PDF-1 and NOI-PDF-1.

analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA. (*Lotus v. Dep't of Transp.*, *supra*, 223 Cal.App.4th at pp. 655–656, *emph. added*).

The court ordered Caltrans' certification of the EIR be set aside, finding:

[T]his shortcutting of CEQA requirements subverts the purposes of CEQA by omitting material necessary to informed decisionmaking and informed public participation. It precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences. The deficiency cannot be considered harmless. *Ibid*.

(*Id.* at 658.)

The FEIRs improper reliance on Project Design Features is highlighted in the Responses to Comments. Topical Response 3 – Biological Resources in discussing the impact of project lighting on biological resources states in part on FEIR page II-22: “Additionally, Project Design Feature AES-PDF-1 was included to require the incorporation of louvers or other equivalent features at Site Locations FF-13, FF-14, FF-25, FF-29, and FF-30 to reduce lighting levels to 0.02 fc, which is well below the more stringent standard for LZ1 set forth under CALGreen.”⁸ This is clearly a mitigation measures required at specific sites as illustrated by response to comment 24-20 which states:

In addition, with the implementation of Project Design Features and Mitigation Measures, lighting impacts would be well below the LAMC threshold (3.0 fc) and below the CALGreen standards (0.74 fc). As such, lighting impacts would be minimized based on these specific quantitative parameters such that they would not result in significant impacts.

The EIR thus understates impacts in the same way that happened in *Lotus*. Under CEQA, significance determinations must be made without consideration of avoidance, minimization, and/or mitigation measures. The EIR for the proposed Project has violated this precept and has thus understated and failed to identify impacts. The EIR is therefore fatally flawed and all of the impact determinations which rely on PDFs must be redone. This fatal flaw must be corrected and the EIR recirculated pursuant to CEQA Guidelines Section 15088.5(a)(1), (2) and (4).

⁸ See also for example FEIR pages II-25, 43, 64, 65, 72 and 75.

7.0 THE FEIR CONTAINS NEW INFORMATION REQUIRING RECIRCULATION

As noted above, the FEIR includes three new technical appendices to the EIR which were not made available to the public for review during the public comment period. New Appendix B.2 – Lighting Study Supplemental Analysis reveals that the proposed Project has been modified to address significant impacts which the DEIR failed to identify. Page three of that appendix for example states:

To reduce light trespass at the Ballona Wetlands from the Signs, **louvers are added** to both faces of Signs FF-29 and FF-30 to confine the light emission to a narrow cone, preventing light spill to the Ballona Wetlands. In addition, the Sign NFF-29 faces are oriented 12.5 degrees north toward the SR 90 freeway and **Sign FF-30 is moved north by approximately 25 feet**. The diagram of Sector 33 in Study Appendix B is revised in Figure 2 below which reflects the precise orientation and location of the Signs. Updated Table 9 is included in this Memo to reflect the light trespass illuminance at VP-29A **incorporating all Sign clarifications**. The result of the updated calculation is a maximum light trespass illuminance value of 0.02 fc at VP-29A as indicated in Updated Table 9 below. (Emphasis added).

The FEIR thus includes mitigation for light impacts at this location, which the DEIR failed to identify. Rather than identify the new mitigation to address the undisclosed impact as mitigation, the FEIR refers to these mitigations as “Sign clarifications.” FEIR Chapter III, including pages III-2 to III-3 further demonstrate that modifications have been made to the Project to address significant impacts that were not identified in the DEIR, with the addition of louvers to Site Locations FF13, FF-14, FF-25, FF-29 and FF-30 and application of Project Design Feature AES-PDF-1 to these sign sites.

The EIR needs to be recirculated to both identify the impact and to allow public comment and review of the new mitigation measures/project changes.

8.0 IMPROPER DEFERAL OF MITIGATION AND/OR INFEASIBLE MITIGATION

The following mitigation measures demonstrate that Metro has improperly deferred analysis of potential project impacts. They also constitute examples of improper deferral of mitigation and/or ineffective mitigation:

- Mitigation Measure HAZ-MM-2
- Mitigation Measure HAZ-MM-3

9.0 CONCLUSION

In this letter and its attachments, we have provided substantial evidence regarding defects in the FEIR. We have also identified defects in the CEQA process. The FEIR needs to be corrected and these issues and the issues raised during the DEIR public comment period properly addressed and the DEIR recirculated pursuant to CEQA Guidelines Section 15088.5. Please include this firm on all notices regarding this Project.

Regards,

A handwritten signature in black ink, appearing to read "J. H. P.", is positioned below the "Regards," text.

Attachments:

- A. Board Agenda – December 1, 2022
- B. Proof Notice Was Requested

Attachment A



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Agenda - Final

Thursday, December 1, 2022

10:00 AM

To give written or live public comment, please see the top of page 4

Board of Directors - Regular Board Meeting

*Ara J. Najarian, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Janice Hahn, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Paul Krekorian
Sheila Kuehl
Holly J. Mitchell
Tim Sandoval
Hilda Solis
Gloria Roberts (Interim), non-voting member
Stephanie Wiggins, Chief Executive Officer*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at www.metro.net or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերեն (Armenian)*

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Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Board Meeting begins at 10:00 AM Pacific Time on December 1, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 1 de Diciembre de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 22, 24, 27, 28, 29, 30, 31, 32, 33*, 34, 35, 36, 37, 38, 41*, 46, and 47.

*Item requires two-thirds vote of the Board.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

All Consent Calendar items are listed at the end of the agenda, beginning on page 8.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0793](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0794](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

5. **SUBJECT: FAREWELL TO BOARD MEMBERS** [2022-0802](#)

RECOMMENDATION

RECEIVE remarks from Board Members.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

26. **SUBJECT: LAND BANK PILOT PROGRAM MOTION** [2022-0788](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Najarian, Dutra, Sandoval, and Butts that consistent with the November 8, 2022 Board Box, direct the Chief Executive Officer to adopt as policy that:

A. consistent with Metro's Transit Oriented Communities (TOC) Policy, Metro property may only be included in LA County's Land Bank Pilot Program so long as it is done in coordination with local jurisdictions. ~~and~~

~~B. due to the timing and limitations of Metro's land acquisition process, Metro shall not formally partner with LA County on a programmatic level to acquire properties for or lead aspects of the County's Land Bank Pilot~~

Program.

48. **SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES
BENCH - TASK ORDER NO. 1**

[2022-0528](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of \$6,753,722.52 to Lee Andrews Group to provide Street Teams, Community Based Intervention Specialists, and Program Administration through the end of June 30, 2023. Subject to the resolution of any properly submitted protest(s).

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

49. **SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
CYCLE 6 GRANT APPLICATION**

[2022-0771](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report on Metro's Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 prioritized ranking of projects based on project readiness with an equity lens (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer to send a letter of support for the prioritized projects signed by all Board members.

Attachments: [Attachment A - TIRCP C6 "Existing TIRCP Projects" Prioritized Prog. of Projects](#)
 [Attachment B - CEO Comment Letter on TIRCP Guidelines](#)
 [Attachment C - Changes Made by CalSTA in Final Guidelines](#)
 [Attachment D - Prior TIRCP Awards](#)
 [Attachment E - Other AB 180 Programs](#)
 [Attachment F - Funding Plans for ESRV, Gold Line Extension, and WSAB](#)

50. **SUBJECT: FARE CAPPING & FARE CHANGE**

[2022-0740](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING comments from the public hearing conducted by the Board of Directors on Monday, November 14, 2022 (Attachment A & A1);
- B. ADOPTING Option 1 - a modified fare restructuring plan including fare capping, new fare pricing, and fare policy changes (Attachment B)

(REQUIRES TWO-THIRDS VOTE OF THE BOARD);

- C. APPROVING the results of the fare equity analysis for the modified fare restructuring plan (Attachment C);
- D. ADOPTING resolution in accordance with the California Environmental Quality Act (CEQA) finding that the purpose of the modified fare restructuring plan is to pay operating expenses (Attachment D);
- E. APPROVING the finding that the proposed fare restructuring plan is statutorily exempt from CEQA under Sections 21080(b)(8);
- F. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the fare restructuring plan with the Los Angeles County Clerk; and
- G. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through June 30, 2023, as a continuation of Motion 36: Emergency Relief (Attachment E), or until fare capping is launched, whichever is earlier.

Attachments:

[Attachment A - Public Comment Summary](#)

[Attachment A1 - Public Hearing Transcripts](#)

[Attachment B - Pricing](#)

[Attachment C - Title VI SAFE Analysis Fare Changes 2022 v2](#)

[Attachment D - CEQA Resolution](#)

[Attachment E - Motion 36](#)

[Attachment F - Alternatives](#)

51. SUBJECT: ARTS DISTRICT/6TH STREET STATION MOTION

[2022-0820](#)

RECOMMENDATION

APPROVE Motion by Directors Garcetti and Solis that the Board authorize the CEO to enter into funding agreements and/or other administrative agreements with the City of Los Angeles, as necessary, to fund environmental, design, pre-construction, and other project development activities for the Arts District/6th Street Station from the City of LA's share of the Central City Area's SEP portion.

END OF NON-CONSENT

52. SUBJECT: CLOSED SESSION

[2022-0808](#)

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Richard Dalmer v. LACMTA, Case No. 19STCV17503

2. Maria Perez v. LACMTA, Case No. 19STCV15090

B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)
Initiation to Litigation (One Case)

C. Conference with Real Property Negotiators - G.C. 54956.8
Property: 9225 Aviation Boulevard, Los Angeles, CA 90045
Agency Negotiator: Craig Justesen
Negotiating Parties: The Hertz Corporation
Under Negotiations: Price and Terms

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2022-0792](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 27, 2022.

Attachments: [Regular Board Meeting MINUTES - October 27, 2022](#)
[October 2022 Public Comments](#)

**AD HOC 2028 OLYMPICS COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(5-0):**

7. **SUBJECT: 2028 GAMES MOBILITY CONCEPT PLAN** [2022-0781](#)

RECOMMENDATION

APPROVE the 2028 Games Mobility Concept Plan - 2022 Prioritized
Mobility Concept Plan Project List (Attachment A).

Attachments: [Attachment A - 2022 Prioritized MCP Project List](#)
[Attachment B - Motion 42: 2028 Mobility Concept Plan](#)
[Attachment C - Comprehensive Project List](#)
[Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

8. **SUBJECT: PEABODY WERDEN HOUSE LEASE OPTION
AGREEMENT** [2022-0585](#)

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to execute an Option
Agreement with East Los Angeles Community Corporation (Developer
or ELACC) for the ground lease of Metro-owned property at 2400 E. 1st

Street in Boyle Heights (Project Site);

- B. ADOPTING findings that the Peabody Werden House (Project) restoration and rehabilitation is categorically exempt from the California Environmental Quality Act, Cal. Pub. Res. Code §§ 21000 *et seq.* (CEQA) pursuant to Section 21084 of the California Public Resource Code and the following sections of the CEQA Guidelines, each of which provides separate and independent bases for exemption: (i) Sections 15301(d), (n), and (p) (existing facilities); (ii) Section 15302(c) (replacement or reconstruction of existing facilities involving negligible or no expansion of capacity); (iii) Section 15325(e) (transfers of ownership in the land to preserve existing natural conditions and historical resources); and (iv) Section 15332 (in-fill development projects); and
- C. AUTHORIZING the Chief Executive Officer to file a Notice of Exemption for the Project consistent with such exemptions.

Attachments: [Attachment A - Site Map](#)
 [Attachment B - Term Sheet](#)
 [Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

9. **SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 PROJECT (ESFVTC) SUPPLEMENTAL ANALYSIS OF
 PHASE 2 CORRIDOR FROM VAN NUYS BOULEVARD/SAN
 FERNANDO ROAD TO SYLMAR/SAN FERNANDO
 STATION**

[2022-0647](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of \$1,463,005, increasing the task order value from \$343,218 to \$1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.

Attachments: [Attachment A - Metro Board Motion 10.1 \(December 2020\)](#)
[Attachment B - ESFV Maps](#)
[Attachment C - Procurement Summary](#)
[Attachment D - DEOD Summary](#)
[Attachment E - Contract Modification Change Order Log](#)
[Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

- 10. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310
GRANT PROGRAM FUNDING OPPORTUNITY FOR THE
FISCAL YEAR 2023**

[2022-0659](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Fiscal Year (FY) 2023 Solicitation for Proposals for up to \$13,845,982 in funds under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and
- B. ALLOCATING \$14,748,981 in FTA Section 5310 funds for Access Services as identified by the FY 2023 funding allocation process for traditional capital projects to support complementary paratransit service required by the Americans with Disabilities Act (ADA) of 1990.

Attachments: [Attachment A - FY23 Section 5310 Funding Allocation Process](#)
[Attachment B - FY23 Section 5310 Solicitation for Proposals App. Package](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

- 11. SUBJECT: ACCESS FOR ALL PROGRAM FUNDING OPPORTUNITY
FOR THE FISCAL YEAR 2023**

[2022-0661](#)

RECOMMENDATION

APPROVE the Fiscal Year (FY) 2023 Solicitation for Proposals for up to \$7,865,833 in funds available to Metro through the State of California's Access for All Program.

Attachments: [Attachment A - FY 2023 AFA Solicitation for Proposals Application Package](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

- 12. SUBJECT: AUTHORIZATION FOR METRO SUPPORT SERVICES FOR**

[2022-0683](#)

METROLINK SCORE PHASE 1 PROGRAM

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or her designee to:

- A. PROCEED with property acquisition and negotiation related activities in support of the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects within Los Angeles County (SCORE Projects);
- B. EXECUTE funding agreements with SCRRA in the amount of \$4,177,500 for the SCORE Projects; and,
- C. NEGOTIATE AND EXECUTE all necessary agreements and/or amendments with SCRRA for Metro support associated with the SCORE Projects.

Attachments: [Attachment A - SCORE Program Fact Sheet](#)
 [Attachment B - SCORE Phase 1 Projects](#)
 [Attachment C - Metro Tasks in Support of SCORE Phase 1 Program](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

- 13. SUBJECT: TRANSPORTATION COMMUNICATION NETWORK
 ENVIRONMENTAL IMPACT REPORT**

[2022-0695](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transportation Communication Network (TCN) Project;
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact;
 - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Attachments: [Attachment A - Locations](#)
 [Attachment B - Findings of Fact](#)
 [Attachment C - MMRP](#)
 [Attachment D - Notice of Determination](#)
 [Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

- 14. SUBJECT: ADOPTION OF THE METRO 2022 ALL-HAZARD [2022-0733](#)**
 MITIGATION PLAN

RECOMMENDATION

APPROVE the All-Hazard Mitigation Plan Resolution in Attachment A that:

- A. ADOPTS the Metro 2022 All-Hazards Mitigation Plan in Attachment B;
- B. AUTHORIZES the Emergency Management Department to forward the resolution of adoption to FEMA for issuance of the Final Letter of Approval. Upon receipt, the Final Letter of Approval will be included in the Final Plan; and
- C. AUTHORIZES the Emergency Management Department, in collaboration with Countywide Planning and Development, to pursue FEMA preparedness grant funding to support all Metro departments and collaborative stakeholders.

Attachments: [Attachment A - All-Hazards Mitigation Plan Resolution](#)
 [Attachment B - Metro 2022 All-Hazards Mitigation Plan](#)
 [Attachment C - FEMA Approvable Pending Adoption Notice](#)
 [Attachment D - FEMA Region IX Local Mitigation Plan Review Tool](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

- 15. SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC [2022-0504](#)**
 DEVELOPMENT PROGRAM AND INVESTMENT FUND

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transit Oriented Communities Economic Development Program (EDP) and \$5 million for the implementation of the Transit Oriented Communities Economic Development Investment Fund ("Fund") with disbursement contingent upon the Metro Board of

Directors (Board) approval of the Fund Guidelines; and

- B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund.

Attachments: [Attachment A - Corridor Maps](#)
 [Attachment B - Metro Board Motions](#)
 [Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (6-0):**

16. SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR [2022-0578](#)

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING:

1. The North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and
2. The outreach summary report for community meetings and stakeholder briefings conducted throughout spring to fall 2022;

B. APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Project for implementation;

C. APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and

D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

Attachments: [Attachment A - NSFV BRT Network Improvements Project Map](#)
 [Attachment B - CEQA Statutory Exemption Notice of Exemption](#)
 [Attachment C - Spring-Fall 2022 Outreach Summary](#)
 [Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION FOR SUBPARTS A-C (6-0) AND SUBPART D (4-0):**

17. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT [2022-0684](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA);
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: IOS Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project;
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinstate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

Attachments:

[Attachment A - Eastside Phase 2 DEIR-Executive Summary](#)

[Attachment B - Eastside Phase 2 Project Map](#)

[Attachment C - Eastside Transit Corridor Phase 2 Title VI Equity Analysis](#)

[Attachment D - Procurement Summary](#)

[Attachment E - Contract Modification Change Order Log](#)

[Attachment F - DEOD Summary](#)

[Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

- 18. SUBJECT: MULTIMODAL HIGHWAY PROGRAM ON-CALL - PROJECT
& PROGRAM DELIVERY SUPPORT SERVICES**

[2022-0722](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Nos. AE89212000 with HDR Engineering, Inc.;

AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation; and AE89212004 with WSP USA, Inc., respectively, for Multimodal Highway Program and Project Delivery Support Services and other related work, for a three-year base period for an aggregate not-to-exceed amount of \$55,000,000 and one, one-year option term for a not-to-exceed amount of \$5,000,000, for a total not-to-exceed amount of \$60,000,000, subject to resolution of properly submitted protest(s), if any; and

- B. EXECUTE Task Orders within the approved not to exceed cumulative value.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

**FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

21. SUBJECT: METRO CENTER PROJECT

[2022-0752](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to replace lapsed Proposition 1B California Transit Security Grant Program funds up to a maximum of \$32.2 million with Proposition C 5% Security funds for the Metro Center Project; and
- B. REPORTING back with the findings of the special review by Management Audit Services (MAS).

Attachments: [Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE FOLLOWING:

**22. SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT
(IIJA) FIVE-YEAR IMPLEMENTATION PLAN**

[2022-0699](#)

RECOMMENDATION

RECEIVE AND FILE Metro's Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan, included as Attachment A.

Attachments: [Attachment A - LA Metro IIJA Implementation Plan](#)
 [Presentation](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(6-0):**

24. SUBJECT: 2023 LEGISLATIVE PROGRAM

[2022-0726](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2023 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2023 State Legislative Program as outlined in Attachment B.

Attachments: [Attachment A - 2023 Federal Legislative Program](#)
 [Attachment B - 2023 State Legislative Program](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

**27. SUBJECT: CEQA/NEPA AND ENVIRONMENTAL COMPLIANCE
SERVICES**

[2022-0637](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE Contract No. PS77530 for CEQA/NEPA and Environmental Compliance Services with ICF Jones & Stokes, Inc. for a five (5) year contract inclusive of three (3) base years with an initial amount not-to-exceed \$14,166,384.73; with two one-year options for a not-to-exceed amount of \$1,924,174.53 and \$1,760,892.27 respectively, for a total not-to-exceed amount of \$17,851,451.53; subject to the resolution of any properly submitted protest; and
- B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$14,166,384.70.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - CEQA/NEPA Compliance Contract Costs Estimates](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

28. SUBJECT: SOUNDWALL PACKAGE 10 HIGHWAY PROJECT

[2022-0640](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the Life of Project Budget (LOP) for Soundwall Package 10 Highway Project (Project) by \$21,682,694 from \$50,862,000 to \$72,544,694, using the fund sources from the soundwall program as summarized in Attachment A consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B); and
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project budget.

Attachments: [Attachment A - Funding and Expenditure Plan](#)
 [Attachment B - Soundwall Package 10 Measure R & M UCMP](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 29. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND (BIF)** [2022-0696](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to Execute Modification No. 8 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of \$798,631 increasing the contract value from \$3,405,161 to \$4,203,792 to continue to serve as the fund administrator for Metro's Pilot BIF and extend the period of performance from May 1, 2023 to October 31, 2023.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Change Order Log](#)
 [Attachment C - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 30. SUBJECT: NEXTGEN CAPITAL IMPROVEMENT - NEXTGEN WIRELESS CLOUD-BASED TRANSIT SIGNAL PRIORITY SYSTEM (TSP)** [2022-0472](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS87006000 to Kimley-Horn for the design, development, and implementation of a wireless cloud-based transit signal priority (TSP) system on NextGen Tier One network in the City of Los Angeles for a total contract amount of \$5,668,680, subject to resolution of properly submitted

protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

[2022-0524](#)

RECOMMENDATION

APPROVE the updated PTASP (version 1.2), which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations (Attachment A).

Attachments: [Attachment A - PTASP Version 1.2](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

32. SUBJECT: BUS PEST CONTROL SERVICES

[2022-0649](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit rate Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management to provide bus pest control services for an amount not-to-exceed \$4,917,442, effective December 2022, subject to the resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

33. SUBJECT: A650 HEAVY RAIL VEHICLE MIDLIFE MODERNIZATION

[2022-0678](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the midlife modernization of Metro's A650 Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: [Attachment A - Metro EFC Map - 2022](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

34. SUBJECT: MANAGED PRINT AND DIGITAL COPY SERVICES

[2022-0719](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm-fixed unit rate Contract No. PS83011000 to Canon Solutions America, Inc. to provide managed print and digital copy services Metro-wide for an amount not-to-exceed \$3,620,673, effective March 1, 2023, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary MFD](#)
 [Attachment B - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

35. SUBJECT: METRO 2022 TRANSIT SERVICE POLICY

[2022-0262](#)

RECOMMENDATION

ADOPT the 2022 Transit Service Policy (Attachment A).

Attachments: [Attachment A - December 2022 Metro Transit Service Policies and Standards](#)
 [Attachment B - The Redline Version](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

36. SUBJECT: MANUFACTURING CAREERS POLICY

[2022-0760](#)

RECOMMENDATION

ADOPT the Manufacturing Careers Policy (MCP), to administer the United States Employment Program (USEP) for federally funded Rolling Stock contracts and the Local Employment Program (LEP) for non-federally funded Rolling Stock Contracts (Attachment A).

Attachments: [Attachment A - Manufacturing Careers Policy](#)
 [Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

37. SUBJECT: REFURBISH BUS AND RAIL SEAT INSERTS WITH VINYL MATERIAL

[2022-0730](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award two indefinite

delivery/indefinite quantity (IDIQ) firm fixed unit rate contracts for RFP No MA91724 for the refurbishment of various seat inserts, as follows:

- A. Contract No. MA91724000 to Molina Manufacturing to provide vinyl seat refurbishment for Element A - NABI composite buses and Element C - Contracted Services buses. The contract not-to-exceed amount is \$978,873.26, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.
- B. Contract No. MA91724001 to Louis Sardo Upholstery, Inc. to provide vinyl seat refurbishment for Element B - P3010 light rail vehicles. The contract not-to-exceed amount is \$1,868,836.50, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 38. SUBJECT: EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION TRANSPONDERS**

[2022-0665](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year, Firm Fixed Price Contract No. DR84996000 to Neology, Inc., the lowest cost responsive and responsible bidder, to furnish FasTrak 6C Electronic Toll Collection transponders, and supporting accessory materials and services, in the total Contract amount of \$12,380,190, inclusive of all applicable taxes and fees, subject to resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - EFC ExpressLanes Map](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 41. SUBJECT: NEW HR5000 HEAVY RAIL VEHICLES PROCUREMENT**

[2022-0677](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the acquisition of new Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: [Attachment A - Metro EFC Map - 2022](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

46. SUBJECT: CONSOLIDATED METRO TRANSPORTATION APP MOTION

[2022-0789](#)

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Barger, Najarian, Sandoval, and Mitchell that direct the Chief Executive Officer or her designee to report back in 90 days on the potential consolidation of all of Metro's phone applications (including Bike Share, Metro Micro, Tap app, rail information, parking availability at Metro lots, MetroTransit, Transit Watch, etc.) into one single Metro App, including (i) what steps would be required to consolidate all current applications to one single application; (ii) an estimate of costs and savings that would result from such consolidation and any indirect financial impacts and benefits; and (iii) a proposed timeline for completion of such consolidation.

WE FURTHER MOVE to direct the CEO or her designee, in considering the potential new consolidated application, to assume it should include at least the following attributes:

1. A user-friendly interface for easy use;
2. The opportunity for revenue generation by marketing Metro's services through the consolidated application;
3. Two way communication capabilities that could allow:
 - a. Customer ratings of and comments about their ride experience;
 - b. Customer suggestions for improved services;
 - c. Targeted Metro communications to customers about special fare programs, events, service issues, etc.;
4. Integrating trip planning and payment processing, similar to a smart wallet;
5. Potential regional integration to include other transit agencies.

47. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING

[2022-0801](#)

RECOMMENDATION

CONSIDER making the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro's standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and
- B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0800](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN
COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

Attachment B

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

From: [REDACTED]

To: tcn@metro.net <tcn@metro.net>

Cc: patrick.frank@scenic.org <patrick.frank@scenic.org>; wncluc@gmail.com
<wncluc@gmail.com>

Sent: Mon, Oct 24, 2022 5:02 pm

Subject: Scenic Los Angeles Response to Metro's TCN Draft EIR

Please include the attached letter from the Coalition for a Scenic Los Angeles to the record in response to Metro's TCN Draft EIR. We look forward to reviewing Metro's responses. Please add rosenfree@aol.com, wncluc@gmail.com, and patrick.frank@scenic.org to the notification list for this Project.

Thank you,

[REDACTED]

Scenic Los Angeles

Thank you for your inquiry Barbara

Ginny Brideau <brideaug@metro.net>

Mon 9/5/2022 8:50 AM

To: bbroide@hotmail.com <bbroide@hotmail.com>

Good Morning!

I've added

sm68dodge@gmail.com

ronbitzer49@gmail.com

b7trumar@gmail.com

PlanCheckNCLA@gmail.com

patrick.frank@scenic.org

wncluc@gmail.com

The rest of the addresses were on our scoping notice distribution, and on the overall Community Relations distribution list.

Take Care,

Ginny

Ginny Brideau

Digital and Visual Communications for Capital Projects

Community Relations Manager: Construction Relations

Community Relations: Communications

213.248.0698

Work Hours: 7A to 4P, M-F

My mission is to provide world-class transportation for all.

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

From: Barbara Broide [bbroide@hotmail.com]

Sent: 9/2/2022, 5:02 PM

To: tcn@metro.net

Subject: Request to receive all emails, communications and outreach materials re: TCN

Please place the following addresses on the mailing list/interested parties list for the TCN program, its environmental review process, hearings, etc. if not already included:

bbroide@hotmail.com

wncluc@gmail.com

patrick.frank@scenic.org

rosenfree@aol.com

PlanCheckNCLA@gmail.com

b7trumar@gmail.com

joycelfost@aol.com

ronbitzer49@gmail.com

wilrudidi@mac.com

sm68dodge@gmail.com



November 30, 2022

To: Los Angeles County Metro Board Members
(sent via email to: BoardClerk@metro.net)

***Re: Transportation Communication Network - agenda item #13 –
December 1, 2022 Agenda for the Metro Board***

Dear Metro Board Members:

On behalf of the Coastal Lands Action Network and Ballona Wetlands Institute, we are writing to object to your approval today for item #13 on the December 1, 2022 agenda for the Metro Board – proposed approval of a Final Environmental Impact Report for the Metro Transportation Communications Network.

Approximately 50 years ago the California Environmental Quality Act (CEQA) was passed in the State of California because of impacts to the natural and cultural environment. Pollution of the environment is considered a major issue under CEQA. There are many kinds of pollution, and included are visual pollution and light pollution. Adding 62 digital billboards to Los Angeles' environment is clearly a form of pollution that will negatively impact the environment.

We also ask that this item be removed from the Consent Calendar and placed on hold until the public and your Metro agency and legal counsel are able to determine the legal viability of this proposed approval.

Here are some examples of our concerns:

1. Some of the billboards included in this proposal would shine light into the sensitive and fragile Ballona Wetlands Ecological Reserve and no effort was made to reach out to environmental stakeholders (including our organizations) who have long worked to protect the habitat and the wildlife species there. There will be negative impacts to native wildlife, particularly

birds. Vast scientific literature definitively states that light pollution is harmful to endangered and rare animals in Los Angeles County, California.

2. There was insufficient time for comments from the DRAFT Environmental Impact Report (DEIR) to be analyzed and responded to adequately, in compliance with CEQA (California Environmental Quality Act.) The Final EIR (FEIR) was released just 3 weeks after the deadline for comments being due for the DEIR.
3. The FEIR was posted with no notice to the public (including known stakeholders), no notice to those who submitted comment letters and no notice to those who requested notification.

This appears to be a rush job – desirous of completing a project that is not ready to be completed before the Mayor of Los Angeles leaves office. If the work needed to make sure the upcoming Olympics makes Los Angeles shine, it needs to be done right – not with an environmentally inadequate and illegal effort that leaves a stain on the office of the Mayor, as opposed to a legacy he – and all of us in Los Angeles - can be proud of.

Please remove this item from consent and direct staff to do this right – in compliance with CEQA and in consideration of neighborhoods throughout Los Angeles County.

Thank you for your kind attention and consideration of our request.

[REDACTED]

[REDACTED]

[REDACTED]

Founder & Community Organizer
Coastal Lands Action Network
(310) 877-2634

[REDACTED]

President & Environmental Scientist
Ballona Wetlands Institute
The Voice for Nature on the Los Angeles Coast

WLASNC Board FY 2022-2023

*Jamie Keeton - Chair/ Organizational Rep.
Ron Migdal - Vice Chair/ At Large Rep.
Jay Handal - Treasurer/ Business Rep.
Jay Ross- Secretary/ Organizational Rep.*

*Walton Chiu- North West Rep.
David Sanchez - North East Rep.
Arman Ghorbani - South East Rep.
Galen Pindell - South West Rep.
Monica Mejia-Lambert - At Large Rep.
Ehsan Zahedani - At Large Rep.
Alexandra Polin - At Large Rep.
Teri Temme - At Large Rep.
Pierre Tecon - At Large Rep.
Danilo Torro - Business Rep.
Adriane Ransom - Business Rep.*



**West Los Angeles Sawtelle N.C.
1645 Corinth Ave.
Los Angeles Calif. 90025
(310) 235-2070**

**Chair - Jamie Keeton
Jamie@WestLASawtelle.org**

**Website:
www.WestLASawtelle.org**

Metropolitan Transportation Agency

Re: Resolution - Opposition to Metro's proposed digital billboards in West L.A.

To the City,

At the Oct. 26, 2022, meeting of the West Los Angeles Sawtelle N.C., the Board of Directors voted 14-0-0, to oppose Metro's proposed four digital billboards along Pico Blvd. (NFF 14 and 15) and the 405 freeway (FF 26 and 27), and authorize the Chair to submit Community Impact Statements in the future.

Facts and background:

1. Digital billboards along Pico Blvd. may be located in Commercial or Industrial zones, but their lights may shine into mixed-use buildings with residences along the corridor. The lights may also shine into the animal shelter on Pico Blvd.
 - a. FF billboards will be 680-1,100 sf and 50-ft. tall.
 - b. NFF billboards will be 370-680 sf and 30-ft. tall.
2. Billboards are allowed only in Sign Districts (Hollywood, Downtown, major entertainment areas).
3. Billboards will provide traffic information, public service announcements, and commercial advertising (revenue will be used for transit projects).
4. Billboards will collect data for traffic operations.
5. Billboards images will change as often as every 8 seconds, but no images will flash or move (like video).
6. Smaller analog signs are posted on overpasses (text only, no video).

Findings and justifications:

1. Colorful and bright images on digital billboards distract drivers and cause crashes. The bright lights and moving images draw in drivers' attention more intensely than static billboards, and more than turning your head to simply look at the same buildings, people, other cars, etc. that drivers every day (even if it's for the same amount of time).
 - a. <https://www.scenic.org/blog/research-shows-that-digital-traffic-safety-messages-contribute-to-highway-accidents-and-fatalities/>
 - b. <https://www.latimes.com/science/story/2022-04-21/reminders-to-drive-safely-led-to-more-car-crashes-in-texas-study-finds> (the most recent report)
 - c. Veridian/Wachtel study on digital signage and driver distraction: <http://www.fairwarning.org/wp-content/uploads/2016/03/compendium-final-2-223.pdf>

- d. Article about Wachtel study: Evidence Mounts of Distraction Risks from Digital Billboards Along Roadways: <https://www.fairwarning.org/2016/03/digital-billboards/>
2. An alternative is to install freeway signs behind sound walls, so they are not visible to residences and vehicles on streets.
3. An alternative to free-standing billboards outside of freeway walls is to install them on overpasses (analog signs are already installed in some locations), so they are not visible to residences and vehicles on streets.
4. Courts may use these digital billboards that are located out of Sign Districts as justification and precedent to allow digital billboards anywhere in the city (digital billboards are allow only in Sign Districts currently). The digital billboard at Santa Monica and Bundy was turned off because it was installed illegally outside of a Sign District (Hollywood, Downtown).



Ex parte communications: J.Ross conferred with Ginny Brideau, Metro, for scheduling.

Disclosures and conflicts of interest: None disclosed by any committee members.

To government agencies: Only the Chair and designated Boardmembers may testify to public agencies on behalf of the West L.A. Sawtelle NC. The Board requests that the Council Office and private/non-profit entities do not testify or speculate on behalf of the NC.

/s/ Jamie L. Keeton

Jamie L. Keeton, Chair WLASNC

cc: Jason Douglas, Noah Fleischman, Council District #11

Committees:

Chair

Personnel, Audits,
and Animal Welfare

Vice Chair

Transportation

Member

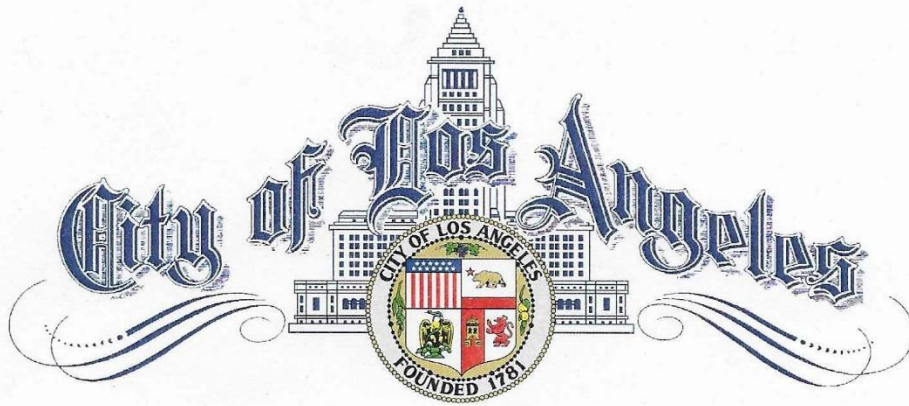
Energy, Climate Change,
Environmental Justice
and River

Public Works

Ad Hoc Committee
on 2028 Olympics
and Paralympics Games

Website: <http://cd5.lacity.org>

Email: Paul.Koretz@lacity.org



PAUL KORETZ
Councilmember, Fifth District

City Hall Office:

200 N. Spring Street
Room 440
Los Angeles, CA 90012
(213) 473-7005
(213) 978-2250 Fax

Valley Office:

15760 Ventura Blvd.
Suite 600
Encino, CA 91436
(818) 971-3088
(818) 788-9210 Fax

West L.A. Office:

6380 Wishire Blvd.
Suite 800
Los Angeles, CA 90048
(323) 866-1828
(323) 852-1129 Fax

October 28, 2022

Metro Board of Directors

One Gateway Plaza

Mail Stop 22-9

Los Angeles, CA 90012

Attention: Shine Ling, Development Review Team

Dear Honorable Board Directors:

REGARDING METRO'S TRANSPORTATION COMMUNICATION NETWORK

I have extreme concerns about the proposed Transportation Communication Network (TCN) Program. The last thing the City of Los Angeles needs is additional digital signs. All advertising signs distract drivers, create visual blight, and lead to injuries and fatalities. There are three proposed TCN Structures (NFF-07, FF-26, FF-28) in Council District Five. While I do believe that Metro should scrap the entire program, I echo the calls of my constituents when I say that, at a minimum, Metro should remove all three proposed TCN Structures from my district.

While the City has allowed digital signage in some instances in exchange for clear and tangible public benefits or streetscape improvements, the proposed TCN program includes no discernible public benefits and I assert will instead degrade the public realm. The City of Los Angeles is not for sale, and extreme exceptions to the City's current sign restrictions should not be granted to allow these advertising displays.

Instead of pursuing this dead-on-arrival proposal, Metro should explore alternatives to meet its project objectives. Such alternatives could include providing Metro's Regional Integration of Intelligent Transportation Systems (RIITS) information to boost roadway efficiency, in addition to other project components, on more traditional signs which do not sell advertising space. Additionally, alternatives should better explore increased buffering from residential uses, reduced brightness, and other mitigation measures as it appears that the proposed locations will have direct impacts on adjacent residential units and other potentially sensitive users.

While the Environmental Impact Report (EIR) brings to light certain impacts of the project on the environment, the simple fact is that the negative impacts of this project go far and well beyond the scope of an EIR and California Environmental Quality Act review. The EIR lays out the potential for significant and unavoidable impacts related to Aesthetics, Cultural Resources, and Land Use and Planning. Additionally, the EIR relies on unproven mitigation measures to potentially address significant impacts related to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources. There is no way that the undefined potential benefits of this program would possibly outweigh the clear and obvious negative environmental and societal impacts associated with increased digital advertising and increased traffic dangers. I urge you to halt this program as soon as possible.

Thank you for the opportunity to provide comments on this project today.

Sincerely,

A handwritten signature in black ink that reads "Paul Koretz". The signature is written in a cursive, slightly slanted style.


Councilmember, Fifth District



Citizens for a Better Los Angeles

November 30, 2022

MTA Board of Directors
LA County MTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro Transportation Communications Network (TCN) Program
Metro Board Agenda, December 1, 2022, Item 13
OPPOSE APPROVAL OF TCN PROGRAM & ASSOCIATED EIR

Members of the Metro Board,

We are writing to voice our strong opposition to adoption of the Metro TCN Program and the associated EIR. We would also like to express our frustration with the opaque and secretive approach Metro has taken in moving this project forward. It seems clear that Metro is trying not just to avoid public engagement, but to keep the general public from learning of its plans.

There are numerous problems with this program. The first is Metro's failure to explore the serious privacy implications of deploying a massive Digital Out of Home (DOOH) advertising program across LA County. Apparently Metro does not want the public to know about how DOOH depends on the surreptitious collection of private data from members of the public. The EIR is also seriously flawed in its analysis of impacts with regard to wildlife, safety, energy and GHG emissions.

In protesting the adoption of the Metro TCN Program, we would like to emphasize the following points:

- The FEIR was released on November 15, 2022, only three weeks after the final deadline for comments on the DEIR. This makes it clear that Metro made no

meaningful effort to assess commenters' concerns or to offer meaningful responses.

- The FEIR was posted with no notice to the public, no notice to those who submitted comment letters, and no notice to those who requested notification. This is further proof that Metro has worked to thwart public engagement.
- The Metro Board approved the TCN prior to the EIR process, without considering public input, environmental impacts or project alternatives. This is clearly a violation of the law.

In view of Metro's dishonest and secretive approach to approval of the TCN Program, we demand that Metro remove it from the December 1 agenda. To comply with the law, Metro must delay consideration of the Program until it has conducted meaningful public outreach, allowing citizens to provide input on this project.

Sincerely,

[REDACTED]

Citizens for a Better Los Angeles



November 30, 2022

Metro Board of Directors
c/o Board Administration
1 Gateway Plaza, MS: 99-3-1
Los Angeles, California 90012
via email: boardclerk@metro.net

Re: Sierra Club California Opposes Metro Board Agenda Item #13
Metro Transportation Communication Network Program

Dear Metro Board of Directors:

Sierra Club California, on behalf of its 500,000 members and supporters, opposes the Metro Transportation Communication Network (TCN) Program, which seeks to introduce approximately 100 digital billboards with rotating messages along Los Angeles freeways and commercial corridors. This Program is in conflict with National Sierra Club policy, which states:

The Club supports the regulations of the location, size, and character of advertising signs; the screening or removal of nuisance sights; and the placement of utilities underground wherever practical.

The Sierra Club opposes billboard development along highways and supports measures to restrict these billboards. Furthermore, the Sierra Club opposes any variance from its above-mentioned position, including [proposals] to allow billboards which carry environmental messages on federal highways.

The Highway Beautification Act of 1965 has not fulfilled its promise or the intent of Congress. Thousands of illegal billboards remain on the highways because the Federal Highway Administration has failed to enforce the statute. The Sierra Club therefore authorizes litigation to compel the Federal Highway Administration to enforce the statute by decreasing highway funds to states without effective billboard control programs.

The Sierra Club opposes the proliferation of outdoor off-premise advertising (billboards) and endorses legislative and other actions at the federal, state, and local levels to strengthen prohibitions against billboard proliferation and to replace existing billboards with state-managed service logo signs on highway rights-of-way.

While we have not had time to fully review the environmental document, cursory review reveals that Metro has not done any actual analysis on lighting, it just relied on other standards that do not account for ecological impacts. Further, Metro has not adequately responded to the comments in the record.

Consequently, consideration of this Program must be removed from the December 1, 2022 consent calendar and rescheduled to give the public sufficient time to review the recently released Final Environmental Impact Report. That will also give time for Metro Board members to sufficiently consider the comments received to the record.

For the Wildlife,

Jim Hines



Team Leader, Sierra Club California Wildlife Team

cc: Brandon Dawson, Sierra Club California Director
Wendy-Sue Rosen, Executive Committee, Sierra Club California



Westwood South of Santa Monica Blvd Homeowners' Association
P.O. Box 64213, Los Angeles, CA 90064
wssmhoa.org • info@wssmhoa.org



November 30, 2022

Metro Board of Directors
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012 VIA EMAIL: BoardClerk@metro.net

RE: Metro Board Meeting 12/1/22 - Item # 13. Metro Transportation
Communication Network - Needs more consideration / Against

Dear Metro Board Members:

We are writing to request that you remove consideration of the Metro Transportation Communication Network from your December 1st consent calendar. The measure is not without controversy and deserves active consideration by the Board AFTER the public has been provided adequate opportunity and time to review the recently posted Final Environmental Impact Report (FEIR) and to submit comments in response. The Metro Board then needs adequate time to consider the public's input.

But first, the public must be NOTIFIED of the issuance of the FEIR document's release.

The release of the FEIR just prior to the Thanksgiving weekend and the scheduling of the Board meeting the week following the Thanksgiving holiday is both disrespectful and unacceptable. We learned of the release quite by accident as a result of a telephone conversation with a City Hall staff person who mentioned it in passing knowing of our interest in the topic.

The manner in which notification for this program has been done (starting with the notice for the scoping process) does not comport with Metro's usual standards for public outreach. It demonstrates that Metro is more concerned about pushing through the adoption of this program as quickly as possible as a "done deal" rather than one that reflects the level of public participation the community has come to expect from Metro. We note that we received NO notice from Metro as to the availability of the FEIR – this despite the fact that we submitted a comment letter in response to the DEIR and also sent a separate email request to Metro staff requesting to receive updates and information about the TCN program. That correspondence specifically requested notice related to the "TCN program, its environmental review process, hearings, etc." and was acknowledged by staff member Ginny Brideau. We would be happy to provide you with a copy of the correspondence.

If the Board and Metro were truly interested in receiving public input, there would have been adequate time allowed not only for public review of the FEIR, but for Metro and the Board to review the public's input. Instead, Metro has turned the CEQA process into a farce and a sham.

In addition, our very cursory review of the FEIR responses shows that the speedy turnaround from the DEIR comment deadline of Oct. 24 to FEIR release on November 15, was possible in part because the responses fail to adequately address and respond to the comments submitted to the DEIR.

It should also be noted that the manner in which the FEIR preparers compiled the Responses to Comments and *B. Matrix of Comments Received on the Draft EIR* (page II-2 through page 11-8), misrepresents the number of letters submitted to Metro. If any interested person were to review the Matrix, one would believe that only 77 letters had been submitted. No one would ever know that Letter No. 22, listed as "Opposition Form Letter" was not a single form letter, but instead represents 279 additional comment letters submitted to Metro – meaning that a total of 356 letters was received. The chart is deceptive; those reviewing the FEIR will not necessarily go to the middle of Section II, *C. Topical Responses* in order to discover the four pages that list the names of those who individually submitted a comment letter generated from the Scenic America website. Those responses required individuals to follow a number of queues and add their personal information. They deserve to be acknowledged by Metro as being interested in and concerned about the TCN program. And individuals reviewing the FEIR should understand that there is a significant level of interest in the TCN and opposition to it who should be given the opportunity to review the FEIR, comment and be heard – not as a matter of racing through the steps of an EIR/CEQA process as quickly as possible to check off the boxes required, but to implement an EIR / CEQA process that adequately evaluates impacts, identifies mitigations, and results in the identification of the best possible project alternative.

We reserve the opportunity to review the FEIR in detail once adequate time is provided. Our concerns related to zoning issues (Comment 21-3 referenced to Comment no. 9-21) are responded to with a reference that states that an EIR requires description of the physical environmental conditions in the vicinity of the Project as they exist at the time the notice of preparation was published. While residential projects may not have been erected on the commercial properties directly adjacent to and/or in the vicinity of the planned sign structures at the time the environmental review process commenced, the programs that permit residential zoning on commercially zoned land had been adopted by the City and were in force. Residential structures have been built on those corridors and DO exist and the changes in land use, zoning, transit-oriented community programs and neighborhood transit corridor plans must be taken into account. The ironic thing about Metro's failure to acknowledge the likelihood of residential projects in the vicinity of the proposed digital billboards is the fact that Metro actually funded the City's Planning Department program that resulted in the adoption of many Neighborhood Corridor Transit Plans (NCTP) and in the rezoning of commercial properties to allow for residential multi-family developments with added density made possible as a result of proximity to transit. Further, comparing the presence of a two-sided digital billboard structure's lighting impacts to the impacts of vehicle headlights, street lights, exterior and interior building lights, wayfinding lights, and "lighting associated with signage," does not address the impacts of lighting from the TCN structures that will be elevated far above all of these other lighting sources or that will be illuminated both DAY and night. Our experience living with digital billboards before they were shut down by court order is that the lighting and changes in lighting intensity is visible not only at night, but throughout daytime hours. The lighting mentioned in the FEIR response does not result in or trigger seizures in medically sensitive individuals nor does it temporarily blind those who have sensitivity to bright lights seen at night. The conclusion that

impacts to nearby residential uses would be “less than significant” is not adequately supported. The structures themselves will reflect lights that exist around them and change the manner that light travels and is experienced in their vicinity.

In response to our additional comments related to lighting (21-4, 21-5), we have consulted with an expert in lighting who indicated that there was not time to submit a proper response to the FEIR but who informed us that the study referenced in the FEIR on lighting does not include any actual analysis on lighting impacts and instead attempts to rely on other standards which do not account for ecological impacts.

The response to our Comment 21-7 fails to address the impact that these large structures will have on the surrounding area. Just because a “freeway-facing” sign is meant to be viewed from a freeway location, does not remove the presence of the structure from the setting in which it is placed and from the areas from which it is visible. People see more than the screen. They see the base, the pole and the mass of the structure. Those elements are not adequately acknowledged in the FEIR response. To adequately shade the signs with louvers would be to cover them entirely. Light spill-over cannot be adequately accomplished with louvers. The signs are designed to be viewed by as broad a roadway audience as possible. And, as noted in additional comments, the impacts of these structures goes well beyond lighting.

Response to Comment 21-8 is an example of the FEIR referring back to the DEIR without adding any substantive information.

Response to Comment 21-9 does not explore other mechanisms that could be used without the construction of these massive intrusive and dangerous/distracting sign structures. Data from vehicles and other less expensive structures could be accessed to provide Metro with the information that it says it will gain from the TCN program structures. In addition, while touting the data it will gather, it fails to address the privacy issues associated with the capturing of data from those passing these signs. The FEIR does not acknowledge the recent Texas study that documented the dangers associated with the operation of digital changing messaging that does not change frequently and does not feature images or commercial messaging. That study showed that traffic safety messages distracted drivers and led to an increase in accidents.

We see that even highway message signs operated by Caltrans bring forth slowing of traffic when messaging is viewed. That would suggest that these signs, and certainly changing advertising messages, will result in slowing traffic. Slowing traffic adds to congestion. Congestion and idling vehicles adds to GREENHOUSE GAS EMISSION increases. This means that the FEIR misclassified all those responses that focused on driver distraction by failing to include those comments as those that have an impact on Greenhouse Gas Emissions. Letters that included comments about driver distraction were not only raised to comment on the public safety hazards (which Metro fails to adequately address), but should be acknowledged as future sources of added greenhouse gas emissions. Idling vehicles emit additional Greenhouse Gas Emissions.

Again, with Comment 21-8 it is inadequate to merely refer to the DEIR when answering a critique of the document. There has been no answer as to how the signs will improve public safety or roadway efficiency – particularly when there are other proven methods to do so that are not being considered. It is not the public's role to propose a program when answering a DEIR, that is meant to be the applicant's job.

Comment 21-10 was specific to the issues related to sign regulation in Los Angeles and how approval and operation of this program could be viewed as being one that opens the City's rights to regulate off-site signage/billboards to challenge. This program does not comply with the City's 2002 Sign Ordinance. It does not meet the standards recommended by the City Planning Commission in its work to revise and strengthen the 2002 Ordinance. Worst of all, given the City's history of needing to fight to defend its right to regulate off-site signage from a litigious and aggressive outdoor advertising industry, this program does not appear to meet the guidelines established as a result of a number of legal rulings that clarified and carved out the City's authority to regulate off-site signage. There has been no legal analysis presented that shows that this program meets those standards. From our viewpoint, it does not. By authorizing digital billboards in the Metro public-right-of-way across the City, the proposed contract puts the City's limited authority for off-site signage at risk. If the City as partner with Metro proliferates digital signs beyond those specifically placed in designated sign districts, the reason for the City's limitation to those districts, will very likely no longer be sound or defensible. Without the ability to present a consistent rational approach to the permitting of off-site digital signage, the City risks being held to task for violating the First Amendment rights of whatever billboard company/outdoor advertising firm chooses to challenge the City. Where is your legal opinion from experts in First Amendment rights, and off-site advertising case law that would show that the City is not undermining its ability to regulate and limit off-site signage in the future across the City? The City will be paying a very very high price in future sign blight and impacts to the environment and public safety if it loses its ability to limit and regulate billboards on private property. The Metro signs are not on City right-of-way and this appears to create a significant legal issue that has not been overcome or answered in the FEIR. There has been no understanding or attempt to analyze the impact that this program could have on future sign regulation and spread across the City. The history of sign regulation and legal battles fought in the City are relevant factors that have not been considered. The loss of regulatory authority and resulting presence of new billboard signage on private property will have immeasurable impacts not addressed in the FEIR.

Additionally, no analysis has been done to evaluate projected revenue streams. Just because the City and Metro have no out-of-pocket costs in the installation of the sign structures, does not mean that they do not "cost" the City anything. In fact, the addition of more off-site sign structures has not only environmental impacts, but they will have negative financial impacts as well as advertisers budget a set number of dollars for their annual promotional campaigns for each of their advertising strategies. The existence of a larger number of available signs in a market does not increase the number of films Disney will promote or the number of new models of telephones Apple will produce. The added signage will dilute the value of other existing signage by reducing the value. With the STAP program and the proposed IKE program, the cumulative impacts of these programs not only on the environment and aesthetics of the

City must be considered, but the financial impacts should be analyzed as well. Metro and City instead appear to covet any promise of minimum guaranteed revenues. As seen in the City's now ending 20-year street furniture contract, even minimum promised revenue guarantees are not necessarily reached. Promises and pledges cannot be taken to the bank. The proposed benefits of this program have not been adequately weighed – and particularly not considered when looking at the negative impacts.

Where is the legal analysis related to potential litigation from those who claim that their vehicle accident was caused by a distracting digital billboard? Metro and the City have been warned and provided with studies that prove the distraction dangers caused by these signs. Liability should be considered. If not in the FEIR as an environmental impact, certainly by the Board as it considers whether or not to move forward.

Comment 21-11: The establishment of a Sign District for this program would be viewed as a massive attempt to spot zone across the City and would be very difficult to defend. That fight will be had when the City presents its draft document that will attempt to create a framework within which to house and rationalize the existence and permitting of this program. If the City's regulatory framework for off-site signage is undermined by this program, the impacts of the program will be massive and impossible to justify under any set of assumptions or conditions.

Comment 21-14 / Takedown ratio: The response does not address the points raised. While stating that takedowns are not required, Metro is offering them as a tool to seek approval of the project – in an effort to appear to offer a community benefit to make the pain of the new program somehow more palatable. A higher takedown ratio can be pursued as part of the City's new ordinance that will be considered at a later time should the program move forward. If presented as a community benefit, it is particularly disingenuous to offer signs that may not have current permits or be out of compliance with their permits. It is no community benefit to offer to remove something that is illegal and should have been removed in the first place.

We are unable to complete our review even of the responses to our own letter, much less those from others and must reiterate our insistence that the process of FEIR approval be removed from the Metro Board Dec. 1st agenda and rescheduled to a date after which the public has had the opportunity to review the responses written and after the Board and those responsible for the program have had a chance to review OUR comments in response to the FEIR.

A failure to follow a reasonable process undermines the public's trust in our public agencies. The effort to expedite this program without allowing for public participation and the level of transparency that should be provided is unacceptable and only serves to invite legal challenges, added expense and time. Can someone explain to the public why there is such a rush to expedite this program? That is a mystery that none of us can understand. It is difficult to fathom how Metro would behave so differently regarding this program with few public releases, little (nearly no) outreach, etc. Without the efforts of community members and Scenic LA, there would have been few members of the public who would have known about the TCN or of availability of project documents. WHY is that? There has been an odd confluence of off-site

sign programs in these last months of the Mayor's tenure that goes beyond the TCN and may alter the City for years to come. WHY and WHY NOW?

[REDACTED]

Barbara Broid

[REDACTED]

cc: Paul Koretz, CD 5 Councilmember
Katy Young Yaraslovsky, Incoming CD 5 Councilmember
Dylan Sittig, CD 5 Planner
Mike Bonin, CD 11 Councilmember
Eric Bruins, CD 11
Traci Park, Incoming CD 11 Councilmember
Sheila Kuehl, LA County Supervisor
Lindsey Horvath, Incoming LA County Supervisor

December 2022 RBM Public Comment – Item 13

From: [REDACTED]
Sent: Monday, November 28, 2022 8:26 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Karo Torossian <karo.torossian@lacity.org>; paul.krekorian@lacity.org
Subject: December 1st METRO Meeting

Please reconsider the reported undemocratic move to place the Transportation Communication Network issue on the "consent" calendar as #13.

At issue, the November 15th release of a final EIR for this project, has been so far an affront to residents including people who responded to the draft. Ron Bitzer, North Hollywood

From: [REDACTED] >

Sent: Tuesday, November 29, 2022 7:20 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Opposition (public comment) METRO Digital Billboard Plan (Dec 1 agenda, item #13)
To Metro,

I oppose your digital billboard plan, which proposes installing 62 digital billboards on 34 "freeway-facing" mostly double-sided structures towering up to 95 feet above grade, and 50 feet above the adjacent roadway. An additional 35 "non-freeway facing" billboards will be erected on 22 structures from 30 to 60 feet above grade on 16 different commercial streets.

The public has no idea that our shared visual environment is about to be invaded by 97 giant digital billboards, some that will tower 50 feet over eight different freeways, others will be built adjacent to proposed housing, and still others will shine into sensitive habitat areas like the Ballona Wetlands Ecological Reserve – but all will be visible from our busy congested roadways, and all dangerous, distracting and changing signs causing significant negative environmental impacts.

I request that you remove the item from the consent calendar and delay any further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

I request transparency and the opportunity for public participation.

- The FEIR was released on November 15, 2022, just three weeks after the final deadline for comments on the Draft EIR.
- The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.
- The FEIR was released a week before Thanksgiving and is coming before the Metro Board to be approved by consent the week after the holiday, leaving the public little time to review, analyze, and respond.
- The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.
- I ask the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Jay Ross
West LA

From: [REDACTED]

Sent: Tuesday, November 29, 2022 10:09 AM

To: Board Clerk <BoardClerk@metro.net>; sceniclosangeles <sceniclosangeles@gmail.com>

Subject: Metro FEIR TCN Program Item #13

Hi Metro Board,

I am a community member and have lived in Chatsworth for over 30 years. It was just brought to my attention that you released your final environment impact report two weeks ago about installing 97 digital billboards. We need more transparency on this topic and opportunity for the public to be involved. Regarding item #13 I am against this and it needs more consideration.

I ask your board to remove this item and delay all action until we, the public, have been given adequate notice and time to review the impact report.

Thank you,

[REDACTED]

Investor Property Loan

(818) 849-3546

matt@investorpropertyloan.com



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From: [REDACTED]
Sent: Tuesday, November 29, 2022 10:11 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com; councilmember.lee@lacity.org
Subject: Dec. 1st Metro Board Agenda, Item# 13 - TCN proposal

Dear Metro Board Members,

I am AGAINST Item# 13 and strongly believe more time is needed for public review and input before any consideration is made on your part. How this could be considered a "Consent" item is beyond me. It is extremely controversial and concerning.

It is important to note that our Chatsworth Neighborhood Council sent a letter in Opposition to the proposed digital billboards back in August. As stakeholders who provide a voice for the community, we were never informed of the FEIR and time limit to provide comment.

I believe this item needs to be postponed from any decision until interested parties and the public at large have had proper notice and adequate time to review the FEIR.

[REDACTED]

Chatsworth Neighborhood Council Boardmember

(speaking in behalf of herself)

From: [REDACTED]
Sent: Tuesday, November 29, 2022 1:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com
Subject: Regarding item #13 - Digital Billboards coming

Item #13 - needs more consideration

- The FEIR was released a week before Thanksgiving and is coming before the Metro Board to be approved by consent the week after the holiday, leaving the public little time to review, analyze, and respond.
- I ask the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 29, 2022 2:59 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Debra Matlock <debra.matlock@lfia.org>
Subject: TCN FEIR - item #13 - against

Dear Metro Board

I am writing to request that Metro TCN (item #13) be removed from the consent calendar for the December 1 meeting. This action is far too controversial to be included on a consent calendar.

Further, no action should be taken until the public has been given an adequate opportunity to review the FEIR and make comments.

Metro may see this as a money-making venture, but the affected citizens have strong concerns about digital billboards, including distracting drivers (which is exactly what the signs are designed to do—draw the attention of drivers), visual blight, and impact on habitat areas. It would be refreshing for this board to consider those concerns and what is actually good for the residents.

Thank you.

Amy Gustincic

President, Los Feliz Improvement Association

--

[REDACTED]
President, LFIA

Advocacy and Action for Los Feliz

lfia.org

From: [REDACTED]
Sent: Tuesday, November 29, 2022 3:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment- TCN Program-Digital Billboards- Item#13

The spirit of a democratic community demands transparency and the opportunity for public participation.

The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.

The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

I ask the Metro Board to remove the item#13 from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Digital billboards are not welcome and are dangerous to drivers on already crowded freeways. It is only responsible to consider all input before moving forward.

Regards,

[REDACTED]

10555 Nevada Ave
Chatsworth Ca 91311

From: [REDACTED]
Sent: Tuesday, November 29, 2022 6:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #13 Metro Billboards

Dear Board Clerk:

I am requesting that Metro TCN (Item # 13) be removed from the Dec. 1st consent calendar, and be delayed until consideration of the Metro TCN FEIR the public has been provided adequate notice and time to review the FEIR posted on Nov. 15 without public notification to interested parties. Most neighborhood councils will be unable to agendaize consideration.

Thank you,

[REDACTED]

Los Angeles Resident

From: [REDACTED]
Sent: Tuesday, November 29, 2022 7:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Need more consideration on digital bill boards

Dear Colleagues,

Just came to know about the upcoming item #13 on the agenda of the Metro meeting on 11/30/2022. I am -- although an elected Board Member of Chatsworth Neighbourhood Council -- writing this on behalf of myself as a concerned stakeholder. I demand more consideration because of:

- The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.
- The FEIR was released a week before Thanksgiving and is coming before the Metro Board to be approved by consent the week after the holiday, leaving the public little time to review, analyze, and respond.
- The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.
- I demand the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Thanks a lot,

[REDACTED]

[REDACTED]

Chatsworth Neighborhood Council (for ID purpose only)

"If you want change, be the change"

--Mahatma Gandhi

From: [REDACTED]
Sent: Wednesday, November 30, 2022 8:13 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com
Subject: ITEM #13/METRO BOARD AGENDA 11/30/2022 digital billboards

Dear Metro Board -

I am a Chatsworth Neighborhood Council board member, and volunteer for many other LA groups. I am writing this letter/email and **speaking on behalf of myself (not part of any organization)** as I am strongly opposed to digital billboards. We, the community and stakeholders demand transparency and the opportunity for public participation.

The addition of these digital billboards will have a negative visual impact and will cause driving safety hazards by distracting commuters and drivers on our already busy, overcrowded roadways. The signs will also create light pollution, shining into sensitive habitat areas (for example, the Ballona Wetlands Ecological Reserve). These changing dangerous signs will cause significant negative environmental impacts to all, including environmental issues with light pollution, affecting people, kids and animals.

The public has not been given adequate notice and time to review, further analyze and respond in detail to the final EIR. I am demanding complete transparency and the opportunity for further public participation. I am completely against item #13 and the installation of digital billboards.

Regards,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 10:38 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Remove Item 13 from consideration, No new electronic billboards without public comment first

Metro Board Members,

The spirit of a democratic community demands transparency and the opportunity for public participation.

The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.

The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

I ask the Metro Board to remove item #13 from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Digital billboards are not welcome and are dangerous to drivers on already crowded freeways. It is only responsible to consider all input before moving forward.

Regards,

[REDACTED]

Resident of Chatsworth CA

From: [REDACTED]
Sent: Wednesday, November 30, 2022 11:48 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Electronic Billboards

As a practicing pediatric neurologist, I lectured on the training of children to have poor attention with the advent of Baby Einstein videos, and of course, poor attention is with the coming of all the videogames and individual "smart" phones and tablets. Human attention goes to whatever is visually moving, visually brightest, or loudest to our senses. These billboards will certainly distract drivers from the road.

By the way, how can we outlaw texting on our phone but allow electronic billboards?

Please delay the hearing and reach-out to more sophisticated data before approving such dangerous distractions to drivers!!!

[REDACTED]

Child Neurology & Epileptology

From: [REDACTED]
Sent: Wednesday, November 30, 2022 12:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>
Subject: Metro TCN FEIR

Dear Metro Board:

Los Angeles Audubon Society commented on the Metro TCN Draft EIR, raising concerns about the impact on biological resources from the digital billboards and their associated light pollution. We only just learned about the Final EIR and request that additional time be given before it is voted on by the Board so that the public has adequate time to review and respond to the assertions made in the response to comments. It flies in the face of good public engagement to release a final EIR over the Thanksgiving holiday and then vote on it 15 days later.

Metro's aggressive schedule does not allow me time to go into this in detail, but the FEIR does not contain substantial evidence to support the proposed determination that the project will have no impact on biological resource from light pollution. Even though the response to comments contains some text that purports to address this issue, it does not contain any facts on which to base the conclusions. Rather, it refers to a document written by a consultant for another project five years ago in a different location with different species present and claims that because that consultant report references some of the same papers and asserted that there would be no impacts from the billboard, that therefore the current project and its billboards would have no impacts. That isn't how environmental analysis works. It would be the same as referring to a Philip Morris consultant's report from 1980 claiming smoking has no impact on health is substantial evidence on which to conclude that smoking has no impact on health today. CEQA requires a fresh look that is specific to the conditions of the project at hand, not second-hand reliance on unvetted and non-peer reviewed assertions by paid consultants in different ecosystems.

The consultant report, although not available to me to review, has major problems that are obvious in the recitation of it in the FEIR. It claims that billboards aren't any brighter than the full moon as measured in luminance. That is the wrong metric from a physics perspective because the total area of the billboard as viewed from a nearby receptor is much larger than the full moon. Also, light from the full moon is only visible a very small fraction of the time during a month once you account for lunar angle and phase, so it is not the right comparison to evaluate environmental impacts. Furthermore, the assertions in the consultant report relied upon in the FEIR have not been tested. They are simply assertions, and never peer reviewed or field tested.

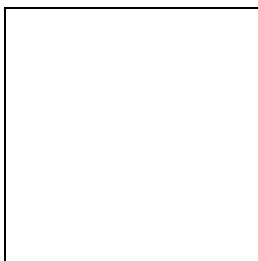
The light trespass limits in the California code are far too high to mitigate biological impacts. CEQA requires independent assessment of impacts. The CALGreen standard is not designed to mitigate biological impacts and cannot be relied upon to do so. Nocturnal species, as shown in the papers I attached to my original comment, respond to light levels that are orders of magnitude dimmer than the 0.09 fc limit that the FEIR relies upon. That limit is still two times brighter than the light from a typical full moon (see details here: <https://travislongcore.net/2017/08/06/how-bright-the-moon-correcting-a-propagated-figure-error-in-the-literature/>), which we know from extensive published scientific literature has biological impacts. The project is no where close to reducing offsite illumination areas in parks to a less than significant level if you consider the visual systems and responses of potentially affected species.

I say all of this as one of the most highly cited scientists in the world working on the adverse impacts of light at night on ecosystems. The FEIR analysis on the impacts of light on wildlife is not sound and any conclusion drawn from it would not be based on substantial evidence. I request that additional time for public comment is allowed before this item goes to the Board.

I am writing on my own behalf because the compressed timeline pursued by Metro.

Sincerely,

[REDACTED]



[REDACTED]

President / Los Angeles Audubon Society

M: [REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, November 30, 2022 1:57 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com
Subject: Item 13, Dec. 1, 2022, Metro Transportation Communications Network (TCN) Program

FOR DISTRIBUTION TO BOARD MEMBERS PRIOR TO THE HEARING

Honorable Chair and Board Members:

I am outraged and appalled that a measure to erect dozens on dangerous digital billboards in the public space is slated for "consent." The public is being cheated of a voice in a matter of public safety and quality of life. MTA is showing a complete disregard for the citizens affected by this program and who will be subject to accidents due to distracted drivers and to the conversion of the region into a crass Times Square.

The FEIR was released on November 15, 2022, just three weeks after the final deadline for comments on the Draft EIR. The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

I ask the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

The MTA is quickly becoming synonymous with the corruption of the public interest that characterizes the City of Los Angeles.

Sincerely,

[REDACTED]

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

213-804-2750
dsilverla@me.com
<https://ehleague.org>

From: [REDACTED]
Sent: Wednesday, November 30, 2022 2:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No billboards

Please do not take action on installation of 62 digital billboards without community input!

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 2:49 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro TCN (Item # 13)

Please do not take action on the digital billboards without receiving input from the community.

Thank you.

[REDACTED]

Valley Village Resident, zip code 91607

From: [REDACTED]

Sent: Wednesday, November 30, 2022 2:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: digital billboards -- NO!!!

Dear Board,

As a Valley Village resident, I urgently request the below items when you meet on December 1st. Digital billboards at bus stops are not only an unwanted visual blight, but are dangerous distractions to drivers.....Please do not lump this item in with other items.

The following is urgently requested:

a) public notification to interested parties. Most neighborhood councils will be unable to agendaize consideration.

b) Request Metro TCN (Item # 13) be removed from the Dec. 1st consent calendar

c) Request a delay consideration of the Metro TCN FEIR until the public has been provided adequate notice and time to review the FEIR posted on Nov. 15 without pub

Sincerely,

[REDACTED]

5150 Goodland Ave.

Valley Village, CA 91607

From: [REDACTED]
Sent: Wednesday, November 30, 2022 3:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Agenda Item #13 for December 1st board meeting

I am against Agenda Item #13 (TCN) being placed on the consent calendar, and against allowing digital billboards anywhere in Los Angeles. This needs further consideration, and an opportunity for public comment. It appears that the Board is rushing to approve this and has deliberately taken steps and timed its actions to limit any response from the public to what is being done. Digital billboards are a blight on the landscape and dangerous to drivers, including drivers driving at high speeds on freeways. Please remove this from the consent calendar and delay its consideration to allow for public comment on this item.

[REDACTED]
11950 Otsego Street
Valley Village, CA 91607

From: [REDACTED]
Sent: Wednesday, November 30, 2022 3:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 22-0392 Council File

Digital billboards change the landscape of Los Angeles with negative impacts. The brightness and sizes alone not only cause distraction to drivers but also to our neighborhoods that have to bear witness to them 24/7.

If you can pass laws about cell phone usage due to causing a distraction while driving, shouldn't these billboards be considered the same?

They are a distraction and accordingly, I am AGAINST the 22-0392 billboard proposal.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, November 30, 2022 4:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: AGAINST digital billboards

Dear Metro,
Please think about the damage that will be done with the digital billboards and how they negatively impact not only communities but how they disturb people.
We are constantly being bombarded with crime, traffic, ads, and so much more.
The billboards amplify the chaos and disorder that we live and breath every day.

Thank you,
[REDACTED]

DRE # 01252139
Mobile: 323-377-0548
[HousesinLA.com](https://www.HousesinLA.com)
Creating Value in Real Estate



Compass | Beverly Hills Office
150 S. Rodeo Dr. Suite #100
Beverly Hills, CA 90212
Phone: 310-500-3900

From: [REDACTED]
Sent: Wednesday, November 30, 2022 4:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #13

Please reconsider and take off agenda. This would be dangerous and distracting to motorists.

Sent from my iPad

From: [REDACTED]
Sent: Wednesday, November 30, 2022 9:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>; Jarrett Thompson <jarrett.thompson@lacity.org>; Mehmet Berker <mehmet.berker@lacity.org>; BABCNC Board <board@babnc.org>; TCharnofsky@bos.lacounty.gov
Subject: Re: Metro TCN FEIR

To the Board of Metro:

The Bel Air-Beverly Crest Neighborhood council requests that the Metro Board defer its scheduled vote on the Transportation Communication Network Final EIR until an adequate period for public comment has been provided. The FEIR was uploaded to your website on November 15 and then scheduled to be voted on December 1, with the major Thanksgiving holiday in between. Such scheduling is not adequate to allow public review and engagement in issues of public interest and importance.

This request was approved by the Bel Air-Beverly Crest Neighborhood Board at a duly noticed Special Meeting on November 30, 2022 with a quorum of members present casting a unanimous vote of 17 yeses.

Sincerely,

[REDACTED]



Travis Longcore, Ph.D. President
Bel Air-Beverly Crest Neighborhood Council | City of Los Angeles

📞 (310) 247-
9719

🌐 babnc.org ✉️ tlongcore@babnc.org

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15505 Roscoe Boulevard
North Hills, California 91343

The Honorable Ara Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
VIA EMAIL (anajarian@glendaleca.gov)

RE: North San Fernando Valley Transit Corridor Project

Dear Chair Najarian,

On behalf of Galpin Motors, I'm writing in support of the **North San Fernando Valley Transit Corridor and the BRT Network Improvements option** as was presented to us at a previous briefing with the Metro project team. The main entrance to our campus is on Roscoe Bl, so we were initially concerned with how the proposed bus priority lanes could affect traffic from the 405 freeway, which could cause a bottleneck right in front of our location. However, Metro staff discussed the traffic analysis they had conducted, which recommended not carrying the bus lanes through the portion of Roscoe Bl, between Sepulveda Bl and Haskell Av. This design would minimize potential traffic operations issues at our business.

We understand the importance of providing Angelenos with multiple transportation options, including public transit. We also support the numerous benefits this project will bring to the North Valley and its many residents and businesses.

We hope the Metro Board of Directors will approve staff's recommendation and move this project forward!

Sincerely,

Jeff Skobin
CMO & Vice President of Business Operations

Cc: Metro CEO Stephanie Wiggins (swiggins@metro.net) and the Metro Board of Directors (BoardClerk@metro.net)



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Senate Bill No.: SB-2019-20-001
Date: September 3rd, 2019
Authored by: Senator Rassamekiarttisak, College of Health and Human Development,
Senator Kukucka, College of Arts, Media, and Communication
Referred to: External Affairs
Committee Rec: Committee of the Whole
Senate Action: October 14, 2019 (16-0-2)
Title: **Support for the Proposed the North San Fernando Valley Bus Rapid Transit**

1. WHEREAS: The Associated Students, Inc. (AS) is the official voice of over **38,000** students at California State University Northridge; AND
2. WHEREAS: AS is the primary advocate for students at CSUN and provides excellent, meaningful programs and services designed to create and enhance a spirited, learning focused campus environment; AND
3. WHEREAS: AS is always trying to get more students involved and increase student participation within the many programs and services we offer; AND
4. WHEREAS: CSUN students have purchased 9,725 U-Passes since 2016 and metro ridership has increased 24% in the CSUN community over the last five years; AND
5. WHEREAS: The North San Fernando Valley Bus Rapid Transit (NSFV BRT) project will provide a premium east-west transit service to link key activity centers and improve access to jobs, education, essential services and the regional transit; AND
6. WHEREAS: Measure M was approved by voters with 71.15% of the vote and the tax dollars will be used to fund transportation infrastructure improvements; AND

7. WHEREAS: 57% of CSUN's students said they would use public transit if they needed only one bus to get to campus; AND
8. WHEREAS: The BRT is the best way to reduce more than 160,000 single-occupancy vehicle trips to campus each week; AND
9. WHEREAS: LA Metro estimates the approximately 20-mile corridor could see 28,000 daily and the BRT on Nordoff will increase capacity for existing transit ridership; THEREFORE LET IT BE
1. RESOLVED: The Associated Students strongly supports the North San Fernando Valley Bus Rapid Transit project; AND LET IT BE FURTHER
2. RESOLVED: AS encourages all students, faculty, staff and administration to support the NSFV BRT; AND LET IT BE FURTHER
3. RESOLVED: AS encourages all students, faculty, staff and administration to continue actively seeking information to make informed decisions about the BRT; AND LET IT BE FINALLY
4. RESOLVED: That copies of this resolution be distributed widely, including but not limited to the following:
 - Gavin Newsom, Governor State of California
 - Eric Garcetti, Mayor of Los Angeles
 - Paul Krekorian, City Council Member
 - Dianne Harrison, President California State University Northridge
 - William Watkins, Vice President of Student Affairs CSUN
 - Glenn Bailey, President Northridge East Neighborhood Council
 - The Daily Sundial

Diana Vicente
President, 2019-2020

Mohammad "Q" Hotaki
Vice President, 2019-2020

December 2022 RBM Public Comments – Item 17

From: [REDACTED]

Sent: Wednesday, November 30, 2022 11:56 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Gold Line Eastside Extension - Item 17 - Metro Board Meeting 12/1

- *Dear Metro Board Directors*
- *I am writing to express my support for Metro's recommendation to environmentally clear the Gold Line Eastside Transit Corridor Phase 2 Project (Item #17) with the first phase ending in Montebello. My community needs this project in order to bring new, high-quality transit to our neighborhoods. When we have ample transit, our community members can rely on cars less which will improve our air and the health of our children. This new rail line will allow me to travel to Downtown Los Angeles, Santa Monica and beyond. It will also bring jobs, economic development, and new opportunities to the communities of East Los Angeles, Commerce and Montebello. I support this project and the pursuit of additional funding to extend the line beyond Montebello. Thank you.*

Best,

[REDACTED]

514 S Gerhart Ave

Los Angeles. CA 90022



City of El Segundo

Office of the Mayor

November 15, 2022

Elected Officials:

Drew Boyles,
Mayor
Chris Pimentel
Mayor Pro Tem
Carol Pirsztuk,
Council Member
Scot Nicol,
Council Member
Lance Giroux,
Council Member
Tracy Weaver,
City Clerk
Matthew Robinson,
City Treasurer

Appointed Officials:

Darrell George,
City Manager
Mark D. Hensley,
City Attorney

Department Directors:

Barbara Voss
Deputy City Manager
Joseph Lillio,
Chief Financial Officer
Deena Lee,
Fire Chief
Jose Calderon,
Information Technology
Services
Aly Mancini,
Recreation, Parks and
Library
Rebecca Redyk,
Human Resources
Michael Allen,
Community Development
Jamie Bermudez,
Police Chief
Elias Sassoon,
Public Works

www.elsegundo.org
www.elsegundobusiness.com
www.elsegundo100.org

The Honorable Ara J. Najarian, Chair
Los Angeles County Metropolitan Transportation Authority
Metro Board of Directors
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Concerns Regarding Los Angeles County Land Bank Program

Dear Chairperson Najarian:

The City of El Segundo has concerns regarding the county's proposal to establish a land bank pilot program. We believe that it could undermine local land use and zoning regulations and exempt property taxes while the county "hold" land for future use. Local jurisdictions are required by law to carefully study and develop sound General Plan Land Use and Housing Elements. The county should not implement the Land Bank Pilot without input from incorporated cities, particularly if it does not conform with local development standards and is not restricted to unincorporated areas.

As proposed, the Land Bank Pilot would not only negate the extensive community and stakeholder input received and analyzed as part of the development of General Plans, but also would explicitly usurp local authority over land use decisions. City Councils are elected by voters to listen, respond, and work with the community to adopt these local priorities. The Land Bank Pilot would undermine state certified housing elements by allowing the county to indefinitely hold land for potential future uses negating local land-use decision making, crippling cities' ability to implement their prepared plans and threatening future funding for local services.

The Land Bank Pilot would also deprive cities of essential property tax info that is used to fund important community services. Tax-free acquisition and retention of property by the county, and the recommendation that the tax-free status should also be extended to private parties, would negatively impact cities' ability to provide basic services. The proposal does not address how cities are to recoup this loss of property-tax income either.

350 Main Street, El Segundo, California 90245-3813
Phone (310) 524-2302 Fax (310) 322-7137

Another significant concern involves the Land Bank Pilot's competition with and duplication of the work by the LA County Affordable Housing Solutions Agency recently created by SB679. The new agency will have the authority to preserve, protect, and build affordable housing through bonds and other long-term revenue sources. It could achieve the same goals as the Land Bank Pilot and would conceivably compete for the same funding and land resources.

If the county moves forward with implementation of the Land Bank Pilot, it should only apply to unincorporated areas and should be voluntary for incorporated cities. The county should also ensure that the pilot program adheres to all local use and zoning requirements for cities that do participate.

The fact that the county has developed the program without stakeholder input further erodes trust between the county and the 88 cities in it. The Blue Ribbon Commission on Homelessness (BRCH) report released earlier this year highlighted the severe challenges the county faces in its attempts to solve homelessness through LAHSA and Measure H. The BRCH report clearly identified the need for the county to partner with cities to address the complex issue of homelessness. Housing affordability is as complex an issue and there is no reason the same philosophy shouldn't apply to the Land Bank Pilot.

We understand the dire need for affordable housing in Los Angeles County. Like the county, cities are responding and continuing to plan, zone, and promote opportunities for the construction of housing projects to meet that need. Additionally, state legislation continuously propels cities and the county to reexamine current land-use functions. The implementation of major housing bills, like SB 9 and most recently AB 2011 and SB 6, should drastically transform the supply, affordability, and landscape of housing throughout the region. The statewide laws, along with the reasons stated above, make the creation of a countywide land bank program unnecessary.

We understand that the Metro Board of Directors, like El Segundo, has its own land use authority and must find opportunities to create and fund affordable housing in its unincorporated areas. We believe the land bank program may be most suitable for the unincorporated areas in each Board Member's jurisdiction, or in cities that chose to participate.

Again, the City of El Segundo urges you to reconsider the land bank proposal and to work collaboratively with cities throughout the county to address the urgent affordable housing needs our region faces.

Sincerely,



Drew Boyles
Mayor of El Segundo

cc: Los Angeles County Supervisors Hahn, Kuehl, Solis, Barger
Los Angeles County CEO
Los Angeles County Metropolitan Transportation Authority Board of Directors
Los Angeles County Division, League of California Cities
California Contract Cities Association



CITY OF CERRITOSSM

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 916-1310 • FAX: (562) 468-1095
E-mail: cvo@cerritos.us
cerritos.us



November 30, 2022

OFFICE OF THE MAYOR
CHUONG VO

Los Angeles County Metropolitan Transportation Authority
Attn: Board of Directors
One Gateway Plaza
Los Angeles, CA 90012
Via email: BoardClerk@metro.net

**SUBJECT: CITY OF CERRITOS SUPPORT LETTER FOR LA METRO'S
MOTION REGARDING THE LOS ANGELES COUNTY LAND BANK
PILOT PROGRAM (Agenda Item #26)**

Dear Honorable Metro Board of Directors:

The City of Cerritos remains opposed to the County-proposed Land Bank Pilot Program ("Program") on the grounds that it jeopardizes local land use control and circumvents the public hearing review and approval process employed by cities to ensure that development proposals are deemed to be in compliance with applicable long-range plans, zoning regulations and development standards. Furthermore, the democratic decision making process afforded to local elected officials provides for transparency and the opportunity to solicit public input on projects that may result in unavoidable adverse impacts to the existing community and built environment. Despite its opposition to the County's Program in concept, the City would like to express support for the motion introduced by Metro Board of Directors Janice Hahn, Ara Najarian, Fernando Dutra, Tim Sandoval, and James Butts that directs Metro to adopt policies that are aligned with Metro's Transit Oriented Communities (TOC) Policy and that requires Metro-owned property selected for land banking to be considered in coordination with the respective local jurisdiction.

As a corridor city that would be directly impacted by the Program, it would be irresponsible for the County to purchase property for any use or reuse, including housing projects, without first consulting with and following the established review and approval procedures of the local jurisdiction to ensure compliance with the City's long-term goals and objectives. Over the past several years, the City has advocated for preserving local control and the decision making powers of local elected officials relative to land use because, among other reasons, the City's residents understand that city-elected officials are generally responsible for local land use decisions with that incorporated city. In order to ensure that new developments meet the City's economic development and financial needs while maintaining the cultural integrity of the community, it is imperative for the County to work in collaboration with the City.

The City of Cerritos encourages the County and Metro to work in partnership with local jurisdictions to facilitate development on Metro-owned properties, in an effort to facilitate station area development along existing and proposed transit lines, that include housing

that is sited appropriately and constructed in a responsible manner by taking into account the unique needs of each community. Should you have any questions about this letter or should you like to further the collaboration and consultation with the City of Cerritos as described in this letter, please do not hesitate to contact City Manager Art Gallucci at (562) 916-1301.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Vo', with a stylized flourish at the end.

Chuong Vo
MAYOR

cc Cerritos City Council
Art Gallucci, City Manager, City of Cerritos
Fernando Dutra, Metro Board
Stephanie Wiggins, Metro Chief Executive Officer
David Mieger, Metro Senior Executive Officer
Meghna Khanna, Metro WSAB Corridor Project Manager
Marisa Perez, Transportation Deputy – Dutra
Luke Klipp, Senior Transportation Deputy – Hahn
Viviana Gomez, Transportation Deputy – Hahn
Lauren Yokomizo, Field Deputy – Hahn
Michael G. Colantuono, Special Legal Counsel
Bill Ihrke, City Attorney, City of Cerritos
Kristine Guerrero, League of California Cities
Eric Shen, Eco-Rapid Transit
Nancy Pfeffer, Gateway Cities Council of Government



CITY OF COMMERCE

Oralia Y. Rebollo
Mayor

November 22, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT FOR METRO'S LAND BANK PILOT PROGRAM WITH REQUIREMENT
FOR METRO TO COORDINATE WITH LOCAL JURISDICTIONS WHEN CONSIDERING
PROPERTY WITHIN SAID JURISDICTION**

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Commerce we support the adoption of the Metro Board policy that would align with the recently issued Board Action is necessary to ensure clarity of roles and responsibilities, for Metro and the cities impacted by Metro's highway and transit capital projects. It is important for the City of Commerce and surrounding communities to see where Metro's role and how capital program will fit in with the County's Land Bank Program.

The City of Commerce is fully in support of the Los Angeles County Land Bank Pilot Program, and supporting the construction of affordable housing in communities where it is mostly needed. The City of Commerce is experiencing housing crisis, and is in search of more affordable places to live. At the same time, the City is actively working towards improving the Los Angeles River area, as well as efforts to build high quality transit. While supporting this measure is important for the region, the City of Commerce would like to respectfully request that any Land Banking matters should include dialogue and input from the local jurisdiction. This dialogue will ensure that our respective jurisdictions have the ability to address the unnecessary intrusion of variables that could price out many of our low income residents.

We look forward to our continued dialogue on this matter as we continue to support and work in unison with Metro.

Sincerely,

Oralia Y. Rebollo
Mayor
City of Commerce

December 1, 2022 RBM Public Comments – Item 26

From: [REDACTED]
Sent: Thursday, November 17, 2022 11:09 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Klipp, Luke <LKlipp@bos.lacounty.gov>; Gomez, Viviana <VGomez@bos.lacounty.gov>; Kristine Guerrero <kguerrero@calcities.org>
Subject: Metro Executive Management Board Meeting 11.17.22 - Agenda Item 26 - Downey Comments
Importance: High

Good morning Board Clerk,

With the speaker cut off on Agenda 26 - LAND BANK PILOT PROGRAM MOTION, the City of Downey wasn't able to provide comments. As directed by the Chair, we are submitting our comments to you for the record:

Good morning Executive Management Committee, my name is Vaniah De Rojas calling on behalf of the City of Downey

We would like to thank Directors Janice Hahn, Najarian, Dutra, and Sandoval for coauthoring this motion.

Downey has been long standing supporters of Metro projects, and also of housing development including affordable housing which can be seen with our recently certified housing element, and our general plan updates.

We are appreciative of Committee's dialog on this item and Metro's desire to continue partnering with local jurisdictions. Our cities have plans underway for when Metros' transit projects are built, and it is imperative that cities are at the table for land use decisions, including the land bank program, that impact their cities.

Thank you for providing us the opportunity to speak on this matter, and your continued collaboration.

Best,

[REDACTED]
Interim Assistant City Manager
City Manager's Office



11111 Brookshire Avenue | Downey, CA 90241
(562) 904-7284



www.downeyca.org



Downey City Hall is open to the public. Per the updated L.A. County Health Officer Order, effective March 4, 2022, indoor masking at all City facilities will be strongly recommended.

but not required for vaccinated and unvaccinated individuals. Please protect yourself and others from COVID-19 by staying home if you are sick with a cough or fever, staying 6 feet away from others, and cleaning your hands frequently. Services to the public will continue to be provided by phone and email for those unable to visit City Hall. For specific information regarding other City operations and questions regarding COVID-19, residents can visit the City's website at <https://www.downeyca.org/coronavirus> or call the City's COVID-19 hotline at (562) 299-6711.

From: [REDACTED]

Sent: Thursday, November 17, 2022 11:10 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: comment on agenda item 26 at today's executive committee meeting

Dear Metro board executive committee members,

I teach and do research at UCLA, where we are currently conducting research to support collaborative, community-driven equitable community development planning around Taylor Yard and the confluence of the Rio Hondo and the Los Angeles River.

I didn't get a chance to comment before the comment period was closed on this item today, but I wanted to share my thoughts with you.

It was great to hear the commitment to affordable housing and equity, as well as the commitment to collaboration demonstrated by the executive committee today.

As amended, I think the motion keeps the door to collaboration open so that the land bank can move forward. And I would encourage you to see the land bank pilot program as a way to move forward with willing partners, to learn and improve these collaborative efforts, and not impose roadblocks to building affordable housing so that communities can thrive in place as we work to construct crucial infrastructure equitably across Los Angeles County.

Thank you for all that you do to ensure that happens.

Yours truly,

[REDACTED]

[REDACTED], Adjunct Assistant Professor
UCLA Institute of the Environment and Sustainability
Luskin Center for Innovation
Laboratory for Environmental Narrative Strategies
mobile: 650-759-6534 | email: jonchristensen@ioes.ucla.edu
christensenlab.net



Location 1
8743 Burnet Ave.
North Hills, CA. 91343
PH: 818.891.9399
admin@cisgla.org

Location 2
12605 cis Osborne St.
Pacoima, CA 91331
PH: 818.891.9399
admin@cisgla.org

November 30, 2022

Executive Director/co-founder
William "Blinky" Rodriguez

President/co-founder
Robert Arias, MSW, MPA

BOARD OF DIRECTORS

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James Morris, PhD

Dan Isaacson
CEO
Sports Management

Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Honorable Chair and Metro Board Members:

On behalf of Champions in Service, I am pleased to submit this letter in support of the package of prioritized projects for the Transit and Intercity Rail Capital Program (TIRCP), Cycle 6, which lists the East San Fernando Valley (ESFV) Light Rail Project as the top priority.

This project is sorely needed to support our highly transit-dependent community, and reshape our built environment in a positive way. The early history of the Northeast Valley stems from roots in heavy industry, with the area by default becoming where many factory workers and low-income families lived. As such, the area has been overlooked for strategic planning and investment for decades. This has resulted in a built environment disconnected from vital job centers that often feels difficult for pedestrians to safely and efficiently navigate.

CalEnviroScreen, a tool that uses environmental, health, and socioeconomic information to produce pollution burden scores for every census tract in the state shows that nearly all census tracts within the project area score in the 90th percentile and higher on CalEnviroScreen and fall within an SB535 Disadvantaged Community. As noted in the staff report, 63 percent of the project area falls within federally designated areas of persistent poverty, and/or Equity Focused Communities. The ESFVT Light Rail project, being the first of its kind for the region, holds the power to serve as a catalyst for positive change and connectivity in our communities. The \$600M grant is an overdue investment in the Northeast Valley and will yield invaluable improvements to transportation and related infrastructures such as crossings, sidewalks, and other streetscape and safety elements.

We look forward to being active participants in the multimodal, better-connected, and more sustainable future that the ESFV Light Rail Project can help realize for our communities. We urge your support for the adoption of the proposed priority project order for the TIRCP Cycle 6 application.

Sincerely,

██████████, MSW, MPA
President of Champions in Service



November 30, 2022

**The Honorable Ara Najarian
Chair, Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012**

Dear Chairman Najarian and Members of the Board of Directors,

The Northeast San Fernando Valley is overwhelmingly composed of working-class communities that heavily rely on public transit. These neighborhoods have been isolated from the broader city due to a lack of mobility infrastructure. The East San Fernando Valley Light Rail Transit project (ESFV LRT) will provide a critical connection and link these neighborhoods to the broader region. We urge you and the Metro Board to adopt the Metro staff recommendation and give this project the highest possible priority.

For decades, residents of the Northeast Valley have watched the Metro rail system expand while patiently waiting for their own line. With the groundbreaking of the ESFV LRT, this dream will finally become a reality. This line will run along one of the highest ridership bus routes in the city and will link several Equity Focused communities to jobs, education and services.

We could not have gotten to this historic point without the leadership of the Metro Board who have consistently championed the ESFV LRT. However, we must continue to push and ensure that this project breaks ground and receives the hundreds of millions of dollars in federal funding, which is an investment the community deserves.

Sincerely,

SHARON M. TSO
Caretaker,
Council District 6



November 30, 2022

The Honorable Ara Najarian
Chair, Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Najarian and Members of the Board of Directors,

As Los Angeles City Councilmembers representing districts wholly or substantially within the San Fernando Valley, we are writing to thank you for your past and ongoing support of the East San Fernando Valley Light Rail Transit project (ESFV LRT). With respect to Metro's application for a grant from the State of California's Transit and Intercity Rail Capital Program (TIRCP), we urge you to adopt the Metro staff recommendation in full, assigning this project the highest possible priority.

While each of the projects listed in the application is integral to our regional transportation system, the ESFV LRT will provide its most direct benefit to Equity Focused Communities, as defined in the Metro staff report. This 9-mile light rail line will serve over 35,000 passengers each day, potentially taking thousands of cars off the road while supplying convenient, reliable transportation to the working families who need it most. I am especially gratified to see Metro staff's recommendation that ESFV LRT be given highest priority for TIRCP support.

It is our hope that the Board will take heed of the staff's recommendation and adopt the item in question, lending its full support to assigning ESFV LRT the highest possible priority for state funding.

Very truly yours,



Paul Krekorian

Council President

Councilmember, Second District



Nithya Raman

Councilmember, Fourth District

City of Los Angeles



Monica Rodriguez

Councilmember, Seventh District

City of Los Angeles

CC: Stephanie Wiggins
Michael Cano

November 30, 2022

Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 Grant Application, Support for the East San Fernando Valley (ESFV) Light Rail Transit Project (Item 49, Metro Board Agenda for December 1, 2022)

Honorable Chair and Metro Board Members:

On behalf of Los Angeles Mission College, I am pleased to submit this letter in support of the package of prioritized projects for the Transit and Intercity Rail Capital Program (TIRCP), Cycle 6, which lists the East San Fernando Valley (ESFV) Light Rail Project as the top priority.

Los Angeles Mission College (LAMC) is a community college that serves approximately 10,000 students each semester from diverse socioeconomic backgrounds. The College was founded in 1975 as the ninth and newest college in the Los Angeles Community College District (LACCD), and the 100th community college in California.

The College provides transfer, transitional, and career education programs. Committed to student success, LAMC prides itself on its commitment to access and diversity, its institutional culture of collegiality and innovation, and its inclusion of the community in its programming.

This project is sorely needed to support our highly transit-dependent community, and reshape our built environment in a positive way. The early history of the Northeast Valley stems from roots in heavy industry, with the area by default becoming where many factory workers and low-income families lived. As such, the area has been overlooked for strategic planning and investment for decades. This has resulted in a built environment disconnected from vital job centers that often feels difficult for pedestrians to safely and efficiently navigate.

CalEnviroScreen, a tool that uses environmental, health, and socioeconomic information to produce pollution burden scores for every census tract in the state shows that nearly all census tracts within the project area score in the 90th percentile and higher on CalEnviroScreen and fall within an SB535 Disadvantaged Community. As noted in the staff report, 63 percent of the project area falls within federally designated areas of persistent poverty, and/or Equity Focused Communities. The ESFV

Our Mission Is Your Success

Light Rail project, being the first of its kind for the region, holds the power to serve as a catalyst for positive change and connectivity in our communities. The \$600M grant is an overdue investment in the Northeast Valley and will yield invaluable improvements to transportation and related infrastructure such as crossings, sidewalks, and other streetscape and safety elements.

We look forward to being active participants in the multimodal, better-connected, and more sustainable future that the ESFV Light Rail Project can help realize for our communities. We urge your support for the adoption of the proposed priority project order for the TIRCP Cycle 6 application.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'M' followed by a horizontal line.

██████████, PhD.

President

Los Angeles Mission College

Los Angeles Mission College

13356 Eldridge Avenue, Sylmar, California 91342 | 818.364.7600 | www.lamission.edu



MONICA RODRIGUEZ
COUNCILWOMAN, 7TH DISTRICT

November 30, 2022

% Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Item 49, Metro Board Agenda For December 1, 2022 - Transit And Intercity Rail Capital Program (TIRCP) Cycle 6 Grant Application & the East San Fernando Valley (ESFV) Light Rail Transit Project

Dear Metro Board Members:

It is with great enthusiasm and urgency that I write to you today in support of the proposed package of prioritized projects for the Transit and Intercity Rail Capital Program (TIRCP), Cycle 6, which lists the East San Fernando Valley (ESFV) Light Rail Project as the number one priority.

The ESFV Light Rail Project is the first of its kind for the Northeast San Fernando Valley. The communities being served by this project are the most transit-dependent in the region, with the Van Nuys Boulevard corridor recently recorded as the busiest in Metro's Countywide bus system. This was further amplified by the higher ridership rates during the COVID-19 pandemic due to the number of transit-dependent essential workers who live or work in the corridor. The data underscores the importance of this project to the users in a region that has been overlooked for investment for decades.

Those of us elected to represent this corridor have been hard at work, in collaboration with Metro staff, to move the project forward in a way that centers around inclusivity and equity, establishing a Community Leadership Council (CLC) for the alignment. The proactive coordination between elected leadership, the agency, and local community based organizations ensures that our CLC will be ready to provide critical and productive feedback as the project continues into progressive design build, putting us on track for the spend down requirements outlined in this grant.

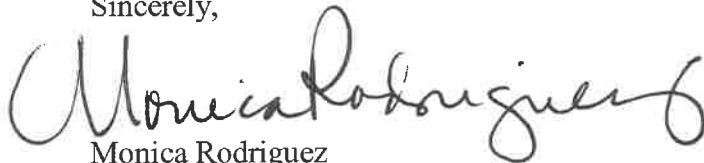


The \$600M proposed allocation to the ESFV Light Rail Project southern segment (also referred to as Interim Operating Segment, "IOS" 1) is a critical step in completing the ESFV Light Rail Project in its originally proposed totality, inclusive of both and IOS 1 and IOS 2. I would like to stress the importance of completing the light rail line all the way to the Sylmar/San Fernando Metrolink Station. The connection to Sylmar/San Fernando station represents a vital transportation link to the western edge of the northeast valley, enabling efficient and affordable access to-and-from local educational institutions such as the Los Angeles Mission College, and job centers around our valley civic centers, and downtown Los Angeles city center.

With 63 percent of the ESFV Light Rail Project area qualifying as a Very High Need, or High Need community according to federally designated areas of persistent poverty and Equity Focused Communities, the previous point, and the need for this funding is crystal clear.

As the first light rail project Metro is implementing in the San Fernando Valley, the agency has an opportunity to apply an equity-focused lens for project development, fostering a transition to a more sustainable future. I stand committed to continue my partnership with Metro to ensure this project is delivered in a timely manner, with the community's needs remaining at the center of everything we do.

Sincerely,

A handwritten signature in black ink, reading "Monica Rodriguez". The signature is fluid and cursive, with the first name "Monica" being larger and more prominent than the last name "Rodriguez".

Monica Rodriguez

Los Angeles City Councilwoman, Seventh District

cc: Honorable Mayor Eric Garcetti, City of Los Angeles
Honorable Luz Rivas, Assembly Member, 39th District
Honorable Laura Friedman, Assembly Member, 43rd District
Honorable Bob Hertzberg, Senator, 18th District
Lee Ann Eager, Chair, California Transportation Commission
Connie Llanos, General Manager, Department of Transportation, City of Los Angeles
Vince Bertoni, Planning Director, Department of City Planning, City of Los Angeles



San Fernando Valley Council of Governments

November 29, 2022

Honorable Ara Najarian
Chair, Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Approval of Staff Recommendations for TIRCP Cycle 6 funding for the East San Fernando Valley Transit Corridor Project

Dear Chair Najarian:

Since the planning for the passage of Measure M nearly a decade ago, the East San Fernando Valley Transit Corridor Project (ESFVTC) has been a priority for the San Fernando Valley region. As you know, the San Fernando Valley Council of Governments Board has repeatedly affirmed its prioritization of this project (as recently as last year). It will be a game-changer for the neighborhoods in the Valley and beyond; it's one of the reasons that the San Fernando Valley voters voted for Measure M (including it the fact it would be one of the first major projects under Measure M to be completed).

Recognizing the regional importance and local impact of the project, the SFVCOG urges you and the Board to adopt the staff recommendation to provide additional funds through the State of California Transit and Intercity Rail and Capital Program (TIRCP) Cycle 6. As the staff report indicates, the ESFVTC satisfied all the main criteria for funding under the TIRCP Cycle 6 Guidelines, including:

- Previously received TIRCP funds, establishing the project's further eligibility
- Has progressed to the point where the funds can be expended by June 30, 2027
- Will not use these new funds to supplant other funds
- Is essentially "shovel-ready" in that its environmental document is currently approved

Even more importantly, ESFVTC risks losing \$908.8 million in FTA Expedited Project Delivery funds if these supplemental state funds are not awarded to the project.

We encourage you to adopt the staff recommendations as presented and strongly oppose any effort to change the priority order for these funds. To do so could jeopardize a great opportunity to complete the ESFVTC on time and as envisioned. We appreciate your continued support of this vital, priority project.

Sincerely,

A handwritten signature in cursive script that reads "John Buarie".

Executive Director, SFVCOG



Chair Ara Najarian
Board Administration
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Transit and Intercity Rail and Capital Program (TIRCP) - East San Fernando Valley Transit Corridor Project (ESFVTC) - SUPPORT

Dear Chair Najarian,

The Valley Industry and Commerce Association (VICA) supports the East San Fernando Valley Transit Corridor Project (ESFVTC), which will be a transformative project for the communities along its route, most of which are equity focused.

Since discussions of what to include in a sales tax measure began in 2013, building this project and building it as light rail has been the number objective of Valley leaders, including VICA. One of the reasons that the San Fernando Valley voted so strongly in favor of Measure M was because of funding for ESFVTC and the fact that it would be one of the first major projects under Measure M to be completed.

As with many transit projects here in Los Angeles and across the nation, costs have risen past the funds originally anticipated under Measure M. Additional funds are necessary to complete the project in a timely manner and to start providing the benefits of rapid transit to the east Valley. We are very pleased that Metro staff has identified an opportunity to provide additional funds through the State of California Transit and Intercity Rail and Capital Program (TIRCP) Cycle 6 and even more pleased that staff has determined that the ESFVTC scores extremely well.

As the staff report indicates, the ESFVTC satisfied all the main criteria for funding under the TIRCP Cycle 6 Guidelines. As staff points out, the ESFVTC:

- Previously received TIRCP funds, establishing the project's further eligibility
- Has progressed to the point where the funds can be expended by June 30, 2027
- Will not use these new funds to supplant other funds
- Is essentially "shovel-ready" in that its environmental document is currently approved

Even more importantly, ESFVTC risks losing \$908.8 million in FTA Expedited Project Delivery funds if these supplemental state funds are not awarded to the project.

We note that two other projects are also included in the staff report, with slightly lower priority, i.e., the Foothill Extension to Montclair and the West Santa Ana Branch project. We agree that these are incredibly important projects. We also strongly agree that the staff report strikes the correct priority order of funding, given the projects' ability to meet the above criteria.

For these reasons, VICA strongly supports the staff report. Further, we strongly oppose any effort to change the priority order for these funds. To do so could jeopardize a great opportunity to complete the ESFVTC on time and as envisioned and would probably not help other Metro projects, for which there will be other funding opportunities (federal and state) when they are shovel ready.

Sincerely,

VICA Chair

VICA President

November, 22, 2022

ADVISORY BOARD

Vincent Chang

David Diaz

Rafael Gonzalez

Yvette Martinez

Stephanie Ramirez

Wesley Reutimann

Chris Tran

Chair Ara Najarian
Metro Los Angeles Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD / L LINE

Dear Chair Najarian and the Metro Board of Directors,

As a place-based community organization dedicated to realizing a more sustainable, equitable, and livable San Gabriel Valley, ActiveSGV is writing to urge your support for allocating \$798 million of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold / L Line – a transformational project named a first priority by the LA Metro Board in 2009, and the top priority for the San Gabriel Valley's Legislative Caucus, representing 31 cities and more than two million people.

The Foothill Gold / L Line is the only project in the region that is truly shovel-ready.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the extension of the L Line to Montclair has been environmentally cleared, completed extensive design and was readied for construction. The westernmost 9.1-mile, four-station segment of the project is under construction, on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding and can start creating an estimated 5,500 jobs, \$860 million in economic output, \$345 million in labor income and \$13 million in tax revenue right away during construction.

Benefits of completing the last two stations in Claremont and Montclair include:

- **Improving regional mobility by creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff;
- **Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor** - only 3 percent are currently made by transit;
- **Expanding transit-friendly housing opportunities for thousands of people;** 10,000 new housing units are already planned or underway adjacent to the Claremont and Montclair stations; and
- **Supporting cleaner air and reducing GHG emissions** in one of the most polluted regions in the United States.

Once completed, the project will expand transit opportunities for millions of residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation.

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). The cost to build these major infrastructure projects continues to rise every year. Now is the time to take advantage of state funding to fulfill the promise to county voters to complete the Foothill Gold / L Line.

As an organization committed to improving the health and well-being of residents of the San Gabriel Valley, one of the most diverse regions in the United States, ActiveSGV urges your support of full funding to complete the Foothill Gold / L Line light rail project through this year's TIRCP grant program. If you have any questions regarding this matter, please contact me at david@activeSGV.org.

Thank you for your time and consideration,



██████████, MPH
Executive Director



**City of
Arcadia**

November 9, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Beck', followed by a stylized flourish or mark.

Tom Beck,
Mayor, City of Arcadia

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



November 28, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the California Apartment Association (CAA), I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

On behalf of the CAA, I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Vice President of Public Affairs, Los Angeles
California Apartment Association

Cc: Stephanie Wiggins, CEO, LA Metro
Habib F. Balian, Foothill Gold Line



Office of the President

November 29, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

On behalf of California State Polytechnic University, Pomona (Cal Poly Pomona), I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

3801 West Temple Avenue, Pomona, CA 91768 T 909.869.2290 E president@cpp.edu www.cpp.edu

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

In addition to fulfilling the promise to county voters to complete the Foothill Gold Line, this project will greatly improve access for Cal Poly Pomona students, faculty, and staff by providing a new, reliable, environmentally friendly transportation option. I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

A handwritten signature in blue ink, reading "Arny M. Galey", with a long horizontal flourish extending to the right.

, Ph.D.
President

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

JUDY CHU, Ph.D.
27TH DISTRICT, CALIFORNIA

WASHINGTON OFFICE:

2423 Rayburn House Office Building
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(202) 225-5464
(202) 225-5467 (Fax)

PASADENA DISTRICT OFFICE:

527 South Lake Avenue, Suite 250
Pasadena, CA 91101
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(626) 304-0132 (Fax)



Congress of the United States

House of Representatives

Washington, DC 20515

**COMMITTEE ON
WAYS AND MEANS**

SUBCOMMITTEE ON HEALTH
SUBCOMMITTEE ON
WORKER AND FAMILY SUPPORT
SUBCOMMITTEE ON OVERSIGHT

**COMMITTEE ON
SMALL BUSINESS**

SUBCOMMITTEE ON
OVERSIGHT, INVESTIGATIONS, AND REGULATION
SUBCOMMITTEE ON
ECONOMIC GROWTH, TAX, AND CAPITAL ACCESS

**COMMITTEE ON
THE BUDGET**

November 29, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

RE: Urging Support of Full Funding for Foothill Gold Line

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

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Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system

JUDY CHU, Ph.D.
27TH DISTRICT, CALIFORNIA

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Congress of the United States

House of Representatives

Washington, DC 20515

**COMMITTEE ON
WAYS AND MEANS**

SUBCOMMITTEE ON HEALTH
SUBCOMMITTEE ON
WORKER AND FAMILY SUPPORT
SUBCOMMITTEE ON OVERSIGHT

**COMMITTEE ON
SMALL BUSINESS**

SUBCOMMITTEE ON
OVERSIGHT, INVESTIGATIONS, AND REGULATION
SUBCOMMITTEE ON
ECONOMIC GROWTH, TAX, AND CAPITAL ACCESS

**COMMITTEE ON
THE BUDGET**

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I believe this project offers great potential for the Southern California region I represent. I enthusiastically support full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program, and I thank you for your full and fair consideration of their application. Should you have any questions regarding this letter of support, please contact Jenna Christiansen in my office at Jenna.Christiansen@mail.house.gov.

Sincerely,

Member of Congress

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



CITY OF CLAREMONT

Administrative Services Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492
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contact@ci.claremont.ca.us

November 8, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

As City Manager of the City of Claremont, I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
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The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I, therefore, respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Adam Pirrie
City Manager
City of Claremont

V:\Apirrie\letters\Legisl-Regional\

c: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

THE CLAREMONT COLLEGES

November 28, 2022

VIA EMAIL: langstonco@metro.net

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment (through to Montclair) of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is genuinely shovel-ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income, and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design, and was readied for construction. At this time, the project's westernmost 9.1-mile, four-station segment is under construction. It is on budget and scheduled to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that could not be completed with the current construction due to funding constraints. This last project segment is shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and federal; and affords significant benefits for the region and the State. The benefits of completing the last two stations in Claremont and Montclair alone include the following:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700-weekday boardings to the transit system

SEVEN INSTITUTIONS. INFINITE CHOICES.

THE CLAREMONT COLLEGES

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
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- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit.**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved completing the Foothill Gold Line and the K-Line/Crenshaw Line as first-priority projects for non-federal New Starts funding. Last month, Metro celebrated the completion and opening of the first of those two projects - the K-Line. The use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost of building these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



Chief Executive Officer
The Claremont Colleges Services

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

SEVEN INSTITUTIONS. INFINITE CHOICES.



November 22, 2022

Stephanie Wiggins, CEO
Los Angeles County
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Prioritizing Funding For the Foothill Gold Line

Dear CEO Wiggins:

On behalf of the CA Latino Legislative Caucus, we write to request that the LA Metropolitan Transportation Authority prioritize the Foothill Gold Line when allocating funds secured through the Transit and Intercity Rail Capital Program. This shovel ready project is critical to connect residents of San Bernardino County to Los Angeles, making it easier for those in the Inland Empire to access the metropolitan hub of Los Angeles.

The Foothill Gold line will reduce congestion, eliminate an estimated 26.7 million vehicle miles travelled annually, and reduce carbon emissions by 1.75 metric tons. These environmental benefits cannot be delayed as climate change threatens our communities daily. It is essential that the region prioritize public transportation for the health and safety of humans and the environment and the Foothill Gold Line is a perfect opportunity to invest in the health of our region. Funding this project now is also cost-effective since expenses will only increase the longer the project is delayed. Any prolonged delay could preclude the availability of these many benefits in time for the 2028 Olympic and Paralympic Games.

Thank you for your consideration of this important request. If you have any questions, please do not hesitate to contact us at (916) 651-1535.

Sincerely,

Chair, CA Latino Legislative Caucus
Senator, 24th District

Vice Chair, CA Latino Legislative Caucus
Assemblymember, 60th District

(CHAIR)
Senator María Elena Durazo

(VICE CHAIR)
Assemblymember Sabrina Cervantes

SENATORS
Bob Archuleta, Anna Caballero, Susan Talamantes Eggman, Lena A. Gonzalez, Ben Hueso, Melissa Hurtado, Monique Limón, Susan Rubio
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1020 N Street, Suite 550 • Sacramento, CA 95814 • Phone (916) 651-1535



November 16, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel-ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income, and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed the extensive design, and was readied for construction. At this time, the westernmost 9.1-mile, a four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, a two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and federal; and affords significant benefits for the region and the State.

In 2018, Fairplex released a Strategic Plan at the conclusion of a year-long process, which included a series of meetings that brought key constituents and community members together to contribute to the vision of Fairplex’s future. Feedback from community members was overwhelmingly in favor of the conscientious development of Fairplex and the surrounding

region. We are now preparing a Specific Plan with the City of Pomona that will take our vision as a community partner and economic engine further into the future.

The interest of residents in the investment of sustainable, equitable, and inclusive development demonstrates the need for the implementation and completion of projects that support the improvement of local communities today and in the future. The completion of the extension of the Gold Line to Montclair is an essential development that will shape the region and increase the quality of life for residents throughout Los Angeles County.

Proudly located in both Pomona and La Verne, Fairplex is home to the LA County Fair and 300 other events with over two million visitors to our grounds over the year. Attendees travel from throughout Southern California to explore, learn and play on the Fairplex grounds. The vast majority of our attendees choose to drive to our grounds, recording the following drive times:

- 400,000 vehicular trips with an average driving distance of 26.3 miles during the LA County Fair
- Half a million vehicular trips from an average distance greater than 30 miles during other events

We feel that investing in travel alternatives for residents is important at a time when there has been an increase in vehicle travel in Southern California, in order to address statewide traffic and pollution concerns. Fairplex anticipates our annual attendance to increase in the coming years and it would be a wonderful opportunity to provide our guests the option to attend our events without needing to drive. Fairplex currently generates \$323.6 million in economic output for Los Angeles County and another \$20.4 million in tax revenue. The ease of the rail system will improve the guest on-board experience as well as the revenue to Fairplex and the surrounding area.

The extension of the Gold Line to Montclair will be of economic benefit to the region, especially as the population grows (Pomona being the sixth largest city in Los Angeles County and the Inland Empire being one of the fastest-growing regions in Southern California).

Again, I urge your support of the budget appropriation request to complete the Foothill Gold Line light rail project from Glendora to Montclair.

Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from

the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff

- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making the completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated the completion and opening of the first of those two projects - the K Line. The use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



President & CEO
Fairplex

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

p 626.471.9050 f 626.471.9049
www.foothillgoldline.org

November 15, 2022

Board Members:

Ed Reece
Chair
Mayor Pro Tempore,
City of Claremont
Appointee, SGVCOG

Tim Sandoval
Member
Mayor,
City of Pomona
Appointee, LACMTA

Mendell Thompson
Member
Council Member,
City of Glendora
Appointee, City of
South Pasadena

Melchor A. Ilomin
Member
Alternate Appointee,
City of Los Angeles

Tim Hepburn
Member
Mayor
City of La Verne
Appointee,
City of Pasadena

Vacant
Gubernatorial
Appointee

Gene Masuda
Member, Non-Voting
Council Member,
City of Pasadena
Appointee, City of
Pasadena

Daniel M. Evans
Member, Non-Voting
Appointee, City of
South Pasadena

Alan D. Wapner
Member, Non-Voting
Mayor Pro Tem,
City of Ontario
Appointee, SBCTA

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

Executive Officer:

Habib F. Balian
Chief Executive Officer

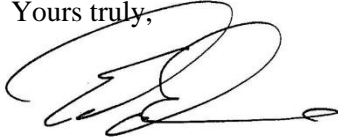
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- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Chairman
Metro Gold Line Foothill Extension
Construction Authority Board of Directors

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202
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p 626.471.9050 f 626.471.9049
www.foothillgoldline.org

November 15, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing on behalf of the 15 member-cities of the Foothill Gold Line Joint Powers Authority to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

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Executive Officer:

Habib F. Balian
Chief Executive Officer

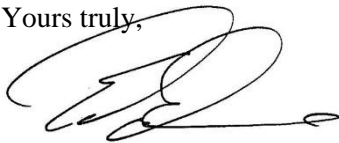
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The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Chairman
Foothill Gold Line Phase II
Joint Powers Authority Board of Directors

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



City of Glendora | City Hall

116 E. Foothill Blvd., Glendora, CA 91741-3380
(626) 914-8200 | (626) 914-8221 Fax | CityOfGlendora.org

November 9, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

The City of Glendora is urging your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

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The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

CITY OF GLENDORA



██████████ Mayor



██████████, Councilmember and
Foothill Gold Line Board Member

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 21, 2022

The Honorable Ara Najarian
Board Chair
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and Metro Board:

As the former Mayor of Glendora and former Foothill Gold Line Authority Board Member, I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties. I am also hopeful in the future to get the Line to the Ontario airport (ONT).

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. **It is on budget and on schedule** to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boarding’s to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO_{2e} over the life of the project**

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Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

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I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Former Mayor, City of Glendora

Cc: Stephanie Wiggins, LA Metro (langstromc@metro.net)
 Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0041
(916) 319-2041
FAX (916) 319-2141

DISTRICT OFFICE
600 NORTH ROSEMEAD BLVD., SUITE 117
PASADENA, CA 91107
(626) 351-1917
FAX (626) 351-6176



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SOLUTIONS
CO-CHAIR: CORPORATE BOARD AND
CALIFORNIA WORKFORCE DIVERSITY

CAUCUSES
CALIFORNIA LEGISLATIVE BLACK CAUCUS

BOARD MEMBER
SANTA MONICA MOUNTAINS
CONSERVANCY BOARD

November 28, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUPPORT - FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

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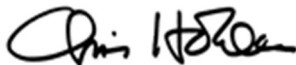
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- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line. I respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



Assemblymember, 41st District

Cc: Office of the Governor:

Ronda Paschal (ronda.paschal@gov.ca.gov)

Vishesh Anand (vishesh.anand@gov.ca.gov)

Thomas Martin (thomas.martin@gov.ca.gov)

Chad Edison, CalSTA Chief Deputy Secretary (chad.edison@calsta.ca.gov)

Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

Julius McIntyre, Office of Speaker Rendon (julius.mcintyre@asm.ca.gov)



November 9, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support to allocate \$798,000,000 of TIRCP grant funds for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel-ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, and \$345,000,000 in labor income and, \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and, visitors from Los Angeles, San Bernardino and, Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board's first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed the extensive design, and was readied for construction. At this time, the westernmost 9.1-mile, a four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, a two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and, federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:



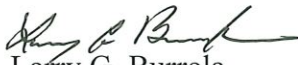
- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making the completion of the Foothill Gold Line and the K-Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated the completion and opening of the first of those two projects - the K-Line. The use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,


Larry G. Burrola
Mayor

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 27, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations

- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Professor Emeritus of Public Administration
College of Business and Public Management
University of La Verne

Cc: Stephanie Wiggins, CEO, LA Metro
Habib F. Balian, Foothill Gold Line



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

November 14, 2022

The Honorable Ara Najarian
Chair of the Board, LA Metro
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

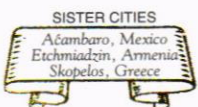
I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year; adding 7,700 weekday boardings to the transit system**



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Mayor Tim Hepburn
City of La Verne

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



November 21, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012
Via Email: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian:

On behalf of the City of Monrovia, I am writing to you to strongly urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first-priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel-ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income, and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. Additionally, the project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first-priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed the extensive design, and prepared for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). Due to recent funding constraints, the two-station segment is not complete. Therefore, the current TIRCP grant request will help fund the final 3.2-mile portion of this project.

The Foothill Gold Line light rail project's final completion segment has immense support at every level (community, local, state, and federal), and its benefits will be tremendously significant to our region and state.

The benefits of completing the last two stations in Claremont and Montclair include the following:

- **Reduce 26.7 million vehicle miles traveled** annually, and **eliminate an estimated 1.75 million MTCO_{2e}** over the life of the project;
- **Eliminating 15,000 car trips per day** (first year); adding 7,700-weekday boarding's to the transit system;
- Expanding opportunities for thousands of people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations;
- **Improving regional mobility by creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's ten colleges/universities with tens of thousands of students, faculty and staff; and
- **Providing a sustainable and reliable alternative** for the nearly three million trips being made each day within and through this corridor – **only 3% are currently made by transit.**

Since launching the Foothill Gold Line project, LA County taxpayers have invested more than \$3 billion in building the light rail system and were promised the completion of the project as part of LA County's Measure R (2008) and Measure M (2016). Further, it should be noted that last month, Metro celebrated the completion and opening of the K Line project, which received support and was set as a priority along with the Foothill Gold Line project in 2009. Therefore, using the state funding available through this TIRCP grant process can make completing this project a reality. We must take advantage of this state funding opportunity to fulfill the promise to County voters and complete the Foothill Gold Line.

I, therefore, respectfully urge your support of total funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program. Thank you in advance for your consideration. We look forward to a favorable response.

Sincerely,



City Manager

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



November 14, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL TIRCP FUNDING FOR FOOTHILL GOLD LINE

Dear Governor Newsom and Secretary Omishakin:

On behalf of the Montclair City Council and Montclair community, I am writing to urge your support for allocating \$798,000,000 of Transit and Intercity Rail Capital Program (TIRCP) grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line—a transformational regional project that was named a first priority project by the LA Metro Board in 2009; the top priority transportation project for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people; and a top priority tiered transit project for the San Bernardino County Transportation Authority (SBCTA) for the Valley Subarea (West End of San Bernardino County) pursuant to Measure I—San Bernardino County's half-cent sales tax for transportation and transit improvements, first approved by San Bernardino County voters in November 1989 and re-authorized in 2004.

Pursuant to Assembly Bill 1600 (2012), sponsored by Assembly Member Norma Torres, the City of Montclair is the designated eastern terminus for Gold Line light rail service. AB 1600 authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) Gold Line Foothill Extension Construction Authority (Construction Authority) to accept the transfer of funds from federal and other sources. AB 1600 also requires LA Metro to assume responsibility for operation of each phase of the Gold Line project as completed, including granting LA Metro authority to operate the Gold Line in San Bernardino County.

The people of San Bernardino County recognize the importance of extending the Gold Line to the Inland Empire via the Montclair Transcenter, and certified this position in 2004 when they overwhelmingly approved extension of the Measure I sales tax with 80.03 percent of the vote.

Pursuant to Measure I's Expenditure Plan, approved projects can be changed only upon approval by the San Bernardino County Board of Supervisors and a majority of all cities in the County representing a majority of the incorporated population of the County. Within the Expenditure Plan, eligible projects include construction and operation of an extension of the Gold Line to the Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles.

CITY OF MONTCLAIR

5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

Mayor Javier John Dutrey • Mayor Pro Tem Bill Ruh • Council Members: Tenice Johnson, Corysa Martinez, Benjamin Lopez • City Manager Edward C. Starr

Prioritization of the Gold Line Extension to Montclair was again confirmed as an SBCTA Valley Subarea priority project when, on February 5, 2014, upon motion by Director Montclair Mayor Paul Eaton, the SBCTA Board of Directors voted to direct its Commuter Rail and Transit Committee to establish each of the following three transit projects in San Bernardino County as equally weighted top-tier priority transit projects:

- The Redlands Passenger Rail Project;
- Phase 2B Gold Line Extension from Claremont to Montclair; and
- Metrolink Double-Tracking Project.

SBCTA has also demonstrated past actions of support for the Montclair Segment of the Gold Line that include, but are not limited to, (1) a joint application with LA Metro (as lead agency) and the Construction Authority to apply to CalSTA for approximately \$280± million in TIRCP funds; and (2) an agreement (SBCTA Agreement No. 15-1001309) between SBCTA and the City of Montclair to reimburse Montclair for advancing up to \$3 million for SBCTA's share of the cost for advanced engineering and environmental work for the Gold Line Phase 2B Extension Project.

Within the framework of LA Metro transit projects, the Foothill Gold Line extension to Montclair is the only project in the region that is fully shovel ready. If funded, the project would create an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue during construction. Once completed, the light rail extension to Montclair would expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties. Completion of the project would also extend zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, and later as a first priority Valley Subarea project in 2014 by SBCTA, the Foothill Gold Line has been environmentally cleared, completed extensive design and is ready for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed by January 2025. The current TIRCP grant request will fund the final 3.2-mile, two-station segment from Pomona to Claremont and Montclair. If funding through the current TIRCP cycle is authorized, this last segment of the project can be completed within five years of funding, completing one of LA Metro's **Twenty-eight by '28** initiatives.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels, including local, state and federal support. Completion of the extension to Montclair would also afford significant benefits for the region and the State, including the following:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system.
- **Reducing 26.7 million vehicle miles traveled annually.**
- **Eliminating 1.75 million MTCO₂e** over the life of the project.

- Expanding opportunities for thousands of more people to live near transit—**10,000± new housing units** are already planned or underway adjacent to the Claremont and Montclair stations.
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair Transcenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff.
- Providing a sustainable and reliable alternative for the nearly three million vehicle trips being made each day within and through this corridor—**only 3 percent of commuter trips are currently made by transit.**

Of particular concern to Montclair and San Bernardino County is the state's battle against unhealthy levels of ozone pollution. While that effort has not been unsuccessful, much of the success depends on where one lives—more notable positive gains have been made in areas closer to coastal regions. In the Inland Empire, however, elevated smog levels have re-emerged as a persistent problem, with the area suffering some of the highest asthma levels in California. In 2018, for example, the San Bernardino area had 102 unhealthy air days — more unhealthy air days than the area has logged since the 1990s—compared to four unhealthy air days for downtown Los Angeles.

Air quality is often the poorest in urban and suburban areas where traffic congestion is the worst, meaning that residents of these areas, especially those living in close proximity to major freeways, thoroughfares or highways confront much higher health risks due to poor air quality. Public transit can reduce the need for vehicle trips in populated areas, thereby reducing emissions—transit vehicles typically emit less pollution on a per person basis. Light rail, in particular, produces little or no pollution, as the trains are powered by electricity.

The Federal Transit Administration (FTA) supports improvement of air quality through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which is jointly administered with the Federal Highway Administration. Together, the two agencies recognize the important role that public transit can play in improving local air quality.

The FTA estimates that transportation accounts for 29± percent of greenhouse gas emissions in the United States—by moving more people to public transit greenhouse gas emissions can be reduced. National averages demonstrate that public transit produces significantly lower greenhouse gas emissions per passenger mile than private vehicles, with various transit systems producing collectively up to 76 percent lower greenhouse gas emissions per passenger mile than an average single-occupancy vehicle.

Montclair is also committed to extension of the Gold Line because public transit facilitates higher density land development. Compact, transit-adjacent development complies with Governor Newsom's objective to (1) increase the housing supply; (2) reduce emissions from transportation and the distance and time people travel to reach their destinations; (3) remove congestion from the state's highways; (4) leave more land for parks, wildlife preserves, forests and other uses. Furthermore, reducing pavement means less water run-off that degrades the state's precious water supply. Extending the Gold Line to Montclair allows for achievement of each of the preceding objectives.

Finally, I note that extending the Gold Line eastward from Los Angeles reflects a regional commitment, and one that LA County taxpayers have invested more than \$3 billion in constructing, with funding coming through Los Angeles County's Measure R (2008) and Measure M (2016) tax measures.


In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. This last October, LA Metro celebrated completion and opening of the first of these two projects—the K Line. Use of the state funding available through the TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise each year. Taking advantage of the current state TIRCP funding opportunity would fulfill the promise to Los Angeles County and San Bernardino County voters to complete the Foothill Gold Line to Montclair.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

OFFICE OF THE MAYOR

A handwritten signature in black ink, appearing to read 'John J. Dutrey', is written over the typed name. The signature is fluid and stylized, with a long horizontal stroke extending to the right.

John J. Dutrey, Mayor

c: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

CAPITOL OFFICE

1610 LONGWORTH BUILDING
WASHINGTON, DC 20515
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FAX (202) 225-0027

DISTRICT OFFICE

4401 SANTA ANITA AVE, #201
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(626) 350-0150
FAX (626) 350-0450
www.napolitano.house.gov



Grace F. Napolitano
Congress of the United States
House of Representatives
32nd District of California

TRANSPORTATION AND INFRASTRUCTURE

WATER RESOURCES AND ENVIRONMENT - **CHAIRWOMAN**

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CONGRESSIONAL MENTAL HEALTH**CAUCUS**

Co-CHAIR

CONGRESSIONAL YOUTH CHALLENGE**CAUCUS**

Co-CHAIR

CONGRESSIONAL HISPANIC CAUCUS

November 23, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region

and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**


Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,




Member of Congress

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



OFFICE OF THE MAYOR

November 17, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the

region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

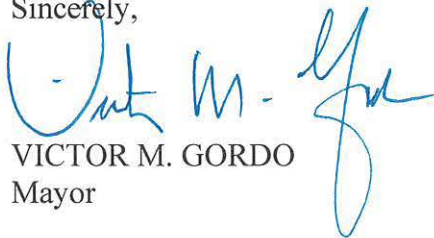
- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
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- **Eliminating 1.75 million MTCO₂e** over the life of the project
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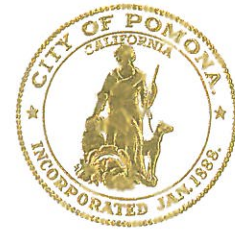


VICTOR M. GORDO
Mayor

cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

OFFICE OF THE MAYOR

TIM SANDOVAL
Mayor



November 8, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

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Sincerely,



Tim Sandoval

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

CAPITOL OFFICE
1021 O STREET
SUITE 7630
SACRAMENTO, CA 95814
TEL (916) 651-4025
FAX (916) 651-4925

GLENDAL E DISTRICT OFFICE
601 EAST GLENOAKS BLVD.
SUITE 210
GLENDAL E, CA 91207
TEL (818) 409-0400
FAX (818) 409-1256

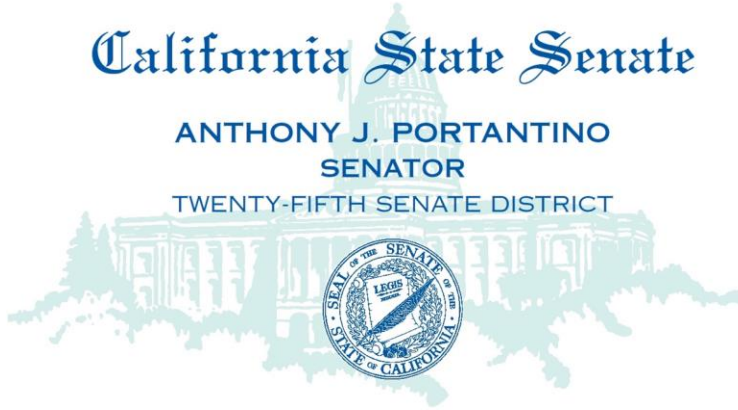
SATELLITE OFFICE
201 EAST BONITA AVE.
SAN DIMAS, CA 91773
TEL (909) 599-7351
FAX (909) 599-7692

SENATOR.PORTANTINO@SENATE.CA.GOV

California State Senate

ANTHONY J. PORTANTINO
SENATOR

TWENTY-FIFTH SENATE DISTRICT



COMMITTEES
APPROPRIATIONS
CHAIR
BANKING & FINANCIAL INSTITUTIONS
GOVERNMENTAL ORGANIZATION
INSURANCE

SELECT COMMITTEES
CALIFORNIA, ARMENIA & ARTSAKH
MUTUAL TRADE, ART, AND
CULTURAL EXCHANGE
CHAIR

November 21, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

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I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



State Senator, 25th District

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
 Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

City Council

Emmett Badar, Mayor
John Ebner, Mayor Pro Tem - District 3
Ryan A. Vienna - District 4
Eric Weber - District 1
Eric Nakano - District 2

City Manager

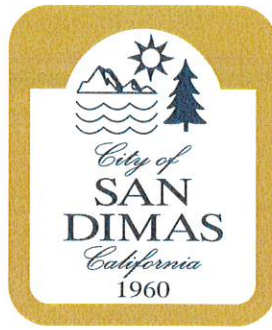
Chris Constantin

Assistant City Manager

Brad McKinney

City Attorney

Jeff Malawy

**Director of Administrative Services**

Michael O'Brien

Director of Community Development

Henry K. Noh

Director of Parks and Recreation

Scott Wasserman

Director of Public Works

Shari Garwick

November 22, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

We are writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

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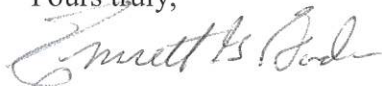
- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
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- **Eliminating 1.75 million MTCO_{2e}** over the life of the project
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The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Emmett G. Badar,
Mayor

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



November 14, 2022

The Honorable Ara Najarian
Chair of the Board, LA Metro
One Gateway Plaza
Los Angeles, California 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the San Gabriel Valley Economic Partnership, I urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line. This important regional project was not only named the first priority project by the LA Metro Board in 2009 but is also the top priority for the San Gabriel Valley's Legislative Caucus, representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

This project helps the State meet its environmental goals by reducing vehicle miles traveled by the millions annually and has the potential to eliminate 1.75 MTCO₂e over the life of the project. The Foothill Gold Line has benefited the communities that surround the current line, and the extension project will open opportunities for housing, improving regional mobility, and accessibility.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and federal; and affords significant benefits for the region and the State. This last segment of the project can be completed within five years of funding.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

For these reasons, the San Gabriel Valley Economic Partnership respectfully urges your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

A handwritten signature in black ink, appearing to read "Luis Patillo". The signature is fluid and cursive, with the first name "Luis" and last name "Patillo" clearly distinguishable.A solid black rectangular redaction box covering the printed name of the signatory.

President & CEO

Cc: Stephanie Wiggins, CEO, LA Metro
Habib F. Balian, Foothill Gold Line



November 21, 2022

Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Prioritizing Funding For Foothill Gold Line

Dear CEO Wiggins,

The San Gabriel Valley Caucus is grateful for the support of LA Metro in securing \$1.83 billion for Southern California through the Transit and Intercity Rail Capital Program. We respectfully request that LA Metro prioritize the Foothill Gold Line in applying for the funds this year. The Foothill Gold Line project is unique among others in Southern California as it is shovel-ready.

Extending the Foothill Gold Line to Montclair will connect residents of San Bernardino County to Los Angeles, making it easier for those in the Inland Empire to access the metropolitan hub of Los Angeles, and the cities along the way.

The Foothill Gold Line is shovel-ready – already environmentally approved and designed – and has been for several months. Therefore, this project will deliver on its benefits much sooner than any other competing transportation project. The project just needs to secure the critical funds to complete construction. It is essential that the project be funded with this year's Budget allocation as project costs increase the longer the project goes unfunded. Delaying funding also means that construction will not be complete in time to serve the 2028 Olympic and Paralympic Games.

As you know, the Foothill Gold line will reduce congestion, eliminate an estimated 26.7 million vehicle miles travelled annually, and reduce carbon emissions by 1.75 metric tons. These environmental benefits cannot be delayed as climate change threatens our communities daily. It is essential that the region prioritize public transportation for the health and safety of humans and the environment and the Foothill Gold Line is a perfect opportunity to invest in the health of our region.

Thank you for your support in securing TIRCP funds. As stated above, costs will continue to rise, making completion more difficult, if the project is not funded this year. We respectfully request you prioritize funding for the Foothill Gold Line in your application this year.


Assemblymember Freddie Rodriguez, Chair

Assemblymember Lisa Calderon, Vice-Chair
Assemblymember Cristina Garcia
Assemblymember Phillip Chen
Assemblymember Mike Fong
Assemblymember Chris Holden
Assemblymember Blanca Rubio

Senator Bob Archuleta
Senator Anthony Portantino
Senator Susan Rubio
Senator Josh Newman

Sincerely,





Assemblymember, 52nd District




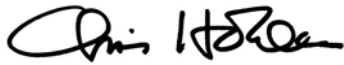

Assemblymember, 48th District




Assemblymember, 49th District





Assemblymember, 55th District





Assemblymember, 41st District





Senator, 29th District




Senator, 25th District




Assemblymember, 58th District

**SAN GABRIEL VALLEY
CONSERVATION CORPS**

10900 Mulhall Street
El Monte, CA. 91731
Phone (626) 655-0015
www.sgvccorps.org



11/22/22

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

The San Gabriel Valley Conservation Corps is writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people. The mission of the San Gabriel Valley Conservation Corps (SGVCC) is to develop and transform disadvantaged youth in the San Gabriel Valley by providing academic, vocational, and leadership development while also employing them to provide valuable services to improve their communities and our natural environment. As a community-based organization, SGVCC, serves disadvantaged communities and supports public projects that will improve the lives of the people we serve.

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**SAN GABRIEL VALLEY
CONSERVATION CORPS**

10900 Mulhall Street
El Monte, CA. 91731
Phone (626) 655-0015
www.sgvcorps.org



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We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

Executive Director



November 22, 2022

OFFICERS

President
Becky Shevlin

1st Vice President
Tim Hepburn

2nd Vice President
Ed Reece

3rd Vice President
April Verlatto

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina

First District, LA County
Unincorporated Communities

Fifth District, LA County
Unincorporated Communities

SGV Water Districts

The Honorable Ara Najarian
Chair
Los Angeles Metro Board of Directors
One Gateway Plaza
Los Angeles, California 90012

VIA EMAIL: langstonco@metro.net

RE: SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and Metro Board of Directors,

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), we urge your support for a \$798,000,000 set aside of TIRCP grant funds to complete the final segment of the Foothill Gold Line. This project was named a first priority project by the LA Metro Board in 2009 and is a top priority for the SGVCOG, representing the 31 cities and unincorporated areas of the San Gabriel Valley and encompassing nearly 2 million residents

The Foothill Gold Line is the only project in the region that is truly shovel ready and its immediate economic impacts will be significant. It will create an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income, and \$13,000,000 in tax revenue during construction. Once completed, it will expand transit opportunities for residents, workers, students, and visitors of Los Angeles, San Bernardino and Riverside Counties; extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line project has been environmentally cleared, completed extensive design, and was readied for construction. The westernmost, 9.1-mile, four-station segment of the project is under construction and is on track to be completed in early 2025. The current TIRCP grant request will fund the final 3.2-mile, two-station segment, which can be completed within five years of funding.

Benefits of completing the last two stations in Claremont and Montclair include:

- Eliminating nearly 15,000 car trips each day opening year; adding 7,700 weekday boardings to the transit system
- Reducing 26.7 million vehicle miles traveled annually
- Eliminating 1.75 million MTCO₂e over the life of the project
- Expanding transit-oriented housing development, as 10,000 new housing units are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by creating direct connections for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty, and staff

San Gabriel Valley Council of Governments
1333 S. Mayflower Avenue, Suite 360 ♦ Monrovia, California 91016

- Providing a sustainable and reliable alternative for the nearly 3 million trips made daily along this corridor - only 3 percent of which are currently made by transit

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

Last, the cost to complete this project continues to increase every year that it is not underway. The SGVCOG urges you to take advantage of the funding available now to complete this important regional project before the cost increases again.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program. Thank you for your consideration and please do not hesitate to reach out to me if you have any questions.

Sincerely,



Executive Director

cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



BOARD OF DIRECTORS

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Mike Ti

GENERAL MANAGER/CHIEF ENGINEER

Matthew H. Litchfield, P.E.

November 21, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

The Three Valleys Municipal Water District (TVMWD) urges your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and scheduled to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated the completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

TVMWD therefore respectfully urges your support for full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program. If you have questions, you may contact me via email at mlitchfield@tvmwd.com.

Sincerely,



General Manager

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 29, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley’s Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860,000,000 in economic output, \$345,000,000 in labor income and \$13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO₂e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than \$3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,




President

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
 Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)



Western
University
OF HEALTH SCIENCES

Jeffery S. Keating, MA
Chief of Community & Governmental Affairs

November 22, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating \$798 million of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009, and is the top priority of the San Gabriel Valley's legislative caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, \$860 million in economic output, \$345 million in labor income and \$13 million in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties -- extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design, and was readied for construction. The westernmost 9.1-mile, four-station segment of the project is under construction, is on budget, and is on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was not completed during current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels -- community, local, state and federal -- and affords significant benefits for the region and the state. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system.

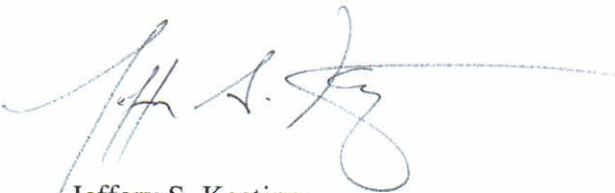
- **Reducing 26.7 million vehicle miles traveled annually.**
- **Eliminating 1.75 million MTCO₂e** over the life of the project .
- Expanding opportunities for thousands more people to live near transit, as **10,000 new housing units** are planned or underway adjacent to the Claremont and Montclair stations.
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff.
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor. **Only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line project, LA County taxpayers have invested more than \$3 billion in this light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first-priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects -- the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Jeffery S. Keating
Vice President, Community & Governmental Affairs
Western University of Health Sciences

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

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STATE CAPITOL
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SACRAMENTO, CA 95814
TEL (916) 651-4032

DISTRICT OFFICE
12501 IMPERIAL HWY.
SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA

THIRTY-SECOND SENATE DISTRICT



STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
GOVERNMENTAL
ORGANIZATION
INSURANCE
TRANSPORTATION

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I write to request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October 2022 letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch does that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob F. Archuleta". The signature is fluid and cursive, with the first name "Bob" being the most prominent.


California State Senate, District 32



"Service Builds Tomorrow's Progress"

THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone 562 / 865-6262

FAX 562 / 865-6240

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Artesia, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008, Infrastructure Act's principles and the Governor's 500,000 apprenticeships by 2029 vision as well as Metro's Equity Platform Framework.

Currently the West Santa Ana Branch light-rail project will locate a station in the City of Artesia. This station will serve as the start and end of the line, bringing with it an opportunity for the ridership to visit, shop, and eat in Artesia. The rail line will also spur new Transit Oriented Development, providing new economic and housing opportunities for our community. Thus, serving as a huge economic catalyst for Artesia.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Pioneer Blvd. in the City of Artesia to Huntington Park in the City of Los Angeles meets local match requirements. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

As Metro's Number One federal project, West Santa Ana Branch "is more than a line" and the southeast corridor is Los Angeles County's example of Justice 40 to address environmental Justice, disparity, workforce training and skilled job opportunity for those who live in those communities from Artesia to Slauson. The TIRCP is an opportunity to leverage and accelerate the White House vision regarding the job

opportunities created by the Infrastructure Investment and Jobs Act: “The deal will create good-paying, union jobs. With the President’s Build Back Agenda, these investments will add, on average, around 2 million jobs per year over the course of the decade, while accelerating America’s path to full employment and increasing labor force participation.”

No better place in Los Angeles County to check all the infrastructure boxes than the southeast Los Angeles corridor. Finally, two other federal laws when combined with the TIRCP give the southeast corridor (which the West Santa Ana Branch Line runs through) an accelerated chance for more federal aid to surrounding disadvantaged communities who experience severe inequities; CHIPS, Science Act of 2022 and the Inflation Reduction Act would benefit this area greatly.

Moreover, once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities,” with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities, as part of the Eco-Rapid Transit joint powers authority are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project’s utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they have deserved for over 20 years. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa Ramoso", with a stylized flourish at the end.

Melissa Ramoso
Mayor
City of Artesia



City of Avalon

Santa Catalina Island, CA

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Avalon, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Ann H. Marshall
Mayor

NANETTE DIAZ BARRAGÁN
44TH DISTRICT, CALIFORNIA
[FACEBOOK.COM/CONGRESSWOMANBARRAGAN](https://www.facebook.com/congresswomanbarragan)
TWITTER: @REPBARRAGAN

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEES:
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ENERGY

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SUBCOMMITTEES:
BORDER SECURITY, FACILITATION, AND OPERATIONS
CHAIRWOMAN

CONGRESSIONAL HISPANIC CAUCUS
FIRST VICE CHAIR



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House of Representatives
Washington, DC 20515

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CARSON, CA 90745

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

205 S. WILLOWBROOK AVENUE
COMPTON, CA 90220

November 28, 2022

Honorable Ara Najarian
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: State Transit and Intercity Rail Capacity Program

Dear Chair Najarian and the Board of Directors:

I write in support of a \$1,000,000,000 allocation of State Transit and Intercity Rail Capital Program (TIRCP) funds to accelerate development of the West Santa Ana Branch (WSAB) light rail transit corridor.

The WSAB is a transformative public transit project which will connect the economically disadvantaged communities of Southeast Los Angeles (SELA) County with the employment centers and larger transit hubs of Downtown Los Angeles. Currently, the communities of SELA are severely underserved by public transit, and the WSAB is the only priority project that will deliver rail transit to communities that do not have it in their region. The WSAB, which is consistent with President Biden's Justice40 Initiative and Metro's Equity Platform Framework, is projected to improve mobility and economic opportunities for these communities which are disproportionately impacted by decades of underinvestment and transit inequities.

The allocation requested would nearly fully-fund the first segment of the WSAB, which would connect passengers from the City of Artesia to the Slauson/A Line station in South Los Angeles. The TIRCP funds requested would support utility relocation and early project construction to further advance the timeline of this critical transit development. Additionally, a robust allocation of TIRCP dollars will position the WSAB to be more competitive for federal funding opportunities, including the new and expanded funding programs within the Infrastructure Investment and Jobs Act.

As the Representative of California's 44th Congressional District, which includes the City of South Gate and other SELA communities that will greatly benefit from the WSAB, I respectfully request your thorough consideration of a robust \$1,000,000,000 allocation to support the

development of this vitally important light rail transit corridor. Thank you for your leadership on this essential public transit project.

Sincerely,

Nanette Diaz Barragán


Member of Congress

City of Bell, CA
Office of City Council
6330 Pine Avenue
Bell, CA 90201



Monica Arroyo
Mayor
Phone: (323) 588-6211
Fax: (323) 771-9473

November 18, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair, Najarian and the Metro Board of Directors:

On behalf of the City of Bell, we request your support in allocating \$500,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and associated work necessary to advance the project toward heavy construction. Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$500,000,000 of TIRCP funding in this cycle would nearly fully fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. We fully agree with the critical point Senator Lena Gonzalez made in her October letter to the Metro Board regarding support for the prioritization of the WSAB and the legislative objective of augmenting the TIRCP program: "A major focus of this action was to leverage federal transportation funding included in the Infrastructure and Jobs Act, (P.L. 117-58)."

This project will be the State's most important transit project to be constructed this decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Once fully completed, the West Santa Ana Branch will be a 19-mile light-rail line, connecting a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroStreen's SB 535-defined "Disadvantaged Communities," facing some of the worst air pollutions anywhere in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this long-overdue project.

This project is set to begin early utility relocation work in 2023, and our cities are collaborating with Metro to accelerate the project at every opportunity. A \$500,000,000 allocation of TIRCP funding in this grant cycle would secure the resources necessary to advance the project's utility relocation and associated works and ensure that it remains on schedule for completion in 2033-2035.

We respectfully request that you support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Monica Arroyo, Mayor

The City of Bellflower

Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Bellflower, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Ray Dunton
Mayor

Ray Dunton
Mayor

Sonny R. Santa Ines
Mayor Pro Tem

Raymond Y. Hamada
Council Member

Dan Koops
Council Member

Victor A. Sanchez
Council Member



CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, CA 90650-6292 • (562) 860-2451 • Fax (562) 860-1104

Office of the President

November 30, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the Cerritos Community College District, I am writing to request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

President/Supervisor



CITY OF COMMERCE

Oralia Y. Rebollo
Mayor

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Commerce we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act. (P.L. 117-58)." The West Santa Ana Branch will do that.

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The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Oralia Y. Rebollo
Mayor
City of Commerce



CUDAHY 
OPEN MINDS, OPEN DOORS
Incorporated November 10, 1960

5220 Santa Ana Street
Cudahy, CA, 90201
Phone: (323) 773-5143
Fax: (323) 771-2072
www.cityofcudahy.com

November 29, 2022

Mayor
Elizabeth Alcantar

Vice Mayor
Jose R. Gonzalez

Councilmember
Jack M. Guerrero

Councilmember
Blanca Lozoya

Councilmember
Daisy Lomeli

City Manager
Alfonso Noyola, ICMA-CM

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Cudahy, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

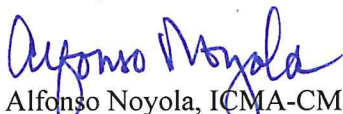
Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Alfonso Noyola, ICMA-CM
City Manager



City of Downey

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Downey, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Future Unlimited

CIVIC CENTER
11111 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-869-7331
www.downeyca.org

LIBRARY
11121 BROOKSHIRE AVE.
DOWNEY, CALIFORNIA
90241-7016
562-904-7360
www.downeylibrary.org

POLICE DEPARTMENT
10911 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-861-0771

PARKS & RECREATION
7850 QUILL DR.
DOWNEY, CALIFORNIA
90242
562-904-7238

UTILITIES DIVISION
9252 STEWART & GRAY RD.
DOWNEY, CALIFORNIA
90241-7016
562-904-7202

MAINTENANCE SERVICES
12324 BELLFLOWER BLVD.
DOWNEY, CALIFORNIA
90242
562-904-7194

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Mayor



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

Jose R. Gonzalez
Vice Mayor
City of Cudahy

Secretary

Alejandra Cortez
Councilmember
City of Bell Gardens

Treasurer

Isabel Aguayo
Vice Mayor
City of Paramount

Internal Auditor

Vacant

Executive Director

Eric C. Shen

General Counsel

Matthew T. Summers

Ex-Officio

Ricardo Reyes
City Manager Representative

November 21, 2022

Via BoardClerk@Metro.net

The Honorable Ara Najarian, Chair of the Board and
Members of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST
SANTA ANA BRANCH**

Dear Chair Najarian and the Metro Board of Directors:

The Eco-Rapid Transit, formally known as the Orangeline Development Joint Powers Authority, respectfully request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

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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

Jose R. Gonzalez
Vice Mayor
City of Cudahy

Secretary

Alejandra Cortez
Councilmember
City of Bell Gardens

Treasurer

Isabel Aguayo
Vice Mayor
City of Paramount

Internal Auditor

Vacant

Executive Director

Eric C. Shen

General Counsel

Matthew T. Summers

Ex-Officio

Ricardo Reyes
City Manager Representative

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Should you have additional questions, please contact Eric C. Shen, Executive Director at eshen@eco-rapid.org. Thank you.

Sincerely,

CC via Email:

Eco-Rapid Transit Board of Directors

Eric C. Shen, Executive Director, Eco-Rapid Transit

Nancy Pfeffer, Executive Director, Gateway Cities COG

Marisa Perez, Executive Deputy to Metro Board Director Fernando Dutra

Luke Klipp, Transportation Deputy to Supervisor Hahn

ert wsab ticrp support letter 20221121 vf

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058
FAX 916-319-2158

DISTRICT OFFICE
8255 FIRESTONE BLVD, SUITE 203
DOWNEY, CA 90241
(562) 861-5803
FAX (562) 861-5158



COMMITTEES
BANKING AND FINANCE
BUDGET
ENVIRONMENT SAFETY AND TOXIC
MATERIALS
NATURAL RESOURCES
UTILITIES AND ENERGY
WATER, PARKS AND WILDLIFE

CHAIR, BUDGET SUBCOMMITTEE # 5
ON PUBLIC SAFETY

November 23, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the 58th Assembly District, I request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

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Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058
FAX 916-319-2158

DISTRICT OFFICE
8255 FIRESTONE BLVD, SUITE 203
DOWNEY, CA 90241
(562) 861-5803
FAX (562) 861-5158



CRISTINA GARCIA
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT
CHAIR, LEGISLATIVE WOMEN'S CAUCUS

COMMITTEES
BANKING AND FINANCE
BUDGET
ENVIRONMENT SAFETY AND TOXIC
MATERIALS
NATURAL RESOURCES
UTILITIES AND ENERGY
WATER, PARKS AND WILDLIFE

CHAIR, BUDGET SUBCOMMITTEE # 5
ON PUBLIC SAFETY

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

A handwritten signature in purple ink that reads "Cristina Garcia".

CHAIR, LEGISLATIVE WOMEN'S CAUCUS
ASSEMBLYMEMBER, 58TH DISTRICT

CG:ee



GATEWAY CITIES

COUNCIL OF GOVERNMENTS

November 22, 2022

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Habra Heights

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Najarian and the Metro Board of Directors:

SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

On behalf of Gateway Cities Council of Governments, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

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The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality.

Thank you for your support.

Ali Saleh, President, Board of Directors
Gateway Cities Council of Governments

California State Senate

STANDING COMMITTEES
ENERGY, UTILITIES
AND COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
JUDICIARY



SELECT COMMITTEE
CHAIR, PORTS AND GOODS
MOVEMENT

SPECIAL COMMITTEE
PANDEMIC EMERGENCY
RESPONSE

SENATOR LENA A. GONZALEZ

THIRTY-THIRD SENATE DISTRICT

CHAIR, SENATE COMMITTEE ON TRANSPORTATION

November 23, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Support of State Transportation Funding for West Santa Ana Branch

I write to request Metro support \$1 billion of funding from the Transit and Intercity Rail Capital Program (TIRCP), appropriated in the 2022-2023 State Budget for Southern California transit investments, for the West Santa Ana Branch project.

Along with anticipated federal funding for this project, which remains Metro's top priority for funding through the U.S. Department of Transportation's Capital Investment Grant program, funding from this TIRCP cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson.

As you are aware, once fully completed, the West Santa Ana Branch project - will connect over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this 19-mile light-rail line is located within disadvantaged communities with some of the worst air pollution in the state. The project is consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework. For generations, the people along the West Santa Ana Branch project corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion.

Specifically, the West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and the cities in my district are working in collaboration with Metro to accelerate this at every opportunity. TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

CAPITOL OFFICE
STATE CAPITOL, ROOM 2068
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
3939 ATLANTIC AVE., SUITE 107
LONG BEACH, CA 90807
TEL (562) 256-7921
FAX (562) 256-9991

HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK, CA 90255
TEL (323) 277-4560
FAX (323) 277-4528

Thank you for your consideration. Should you have any questions regarding my support please do not hesitate to contact my office at (562) 256-7921.

Sincerely,



Senator, Senate District 33



Eduardo Martinez
Office of the City Council

November 28, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA
BRANCH**

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Huntington Park, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

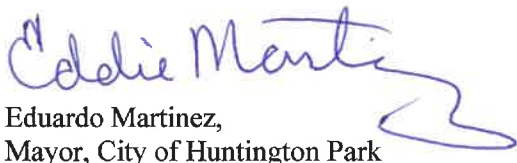
Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,


Eduardo Martinez,
Mayor, City of Huntington Park

Ariel Pe
Vice Mayor

Todd Rogers
Council Member



Steve Croft
Mayor

Cassandra Chase
Council Member

Jeff Wood
Council Member

November 22, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: **Support of State Transportation Funding For West Santa Ana Branch**

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Lakewood, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

Lakewood

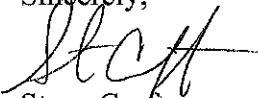
5050 Clark Avenue, Lakewood, CA 90712 • (562) 866-9771 • www.lakewoodcity.org • Email: service1@lakewoodcity.org

Support of State Transportation Funding For West Santa Ana Branch
City of Lakewood
November 22, 2022
Page 2

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality.
Thank you for your consideration.

Sincerely,



Steve Croft
Mayor



MAYOR ROBERT GARCIA
CITY OF LONG BEACH

November 27, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Long Beach, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project – Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Garcia", is written over a solid black rectangular redaction box.

City of Long Beach

562.570.6801 | mayor@longbeach.gov | @LongBeachMayor
411 West Ocean Blvd, Long Beach, California 90802

ALAN LOWENTHAL

47TH DISTRICT, CALIFORNIA

COMMITTEE ON NATURAL RESOURCES

CHAIR, SUBCOMMITTEE ON ENERGY
& MINERAL RESOURCES

SUBCOMMITTEE FOR INDIGENOUS PEOPLES OF
THE UNITED STATES

SUBCOMMITTEE ON WATER, OCEANS, & WILDLIFE

COMMITTEE ON
TRANSPORTATION & INFRASTRUCTURE

SUBCOMMITTEE ON HIGHWAYS & TRANSIT

SUBCOMMITTEE ON WATER & ENVIRONMENT

SUBCOMMITTEE ON COAST GUARD & MARITIME



Congress of the United States

House of Representatives

Washington, DC 20515

108 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE (202) 225-7924
FAX (202) 225-7926

275 MAGNOLIA AVENUE
SUITE 1955
LONG BEACH, CA 90802
PHONE (562) 436-3828
FAX (562) 437-6434

12912 BROOKHURST STREET
SUITE 360
GARDEN GROVE, CA 92840
PHONE (714) 243-4088
FAX (562) 437-6434

www.lowenthal.house.gov
facebook.com/RepLowenthal
twitter.com/RepLowenthal

November 28, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I support the request for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008, Infrastructure Act's principles and the Governor's 500,000 apprenticeships by 2029 vision as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Pioneer Blvd. in the City of Artesia to Huntington Park in the City of Los Angeles meets local match requirements. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

As Metro's Number One federal project, West Santa Ana Branch "is more than a line" and the southeast corridor is Los Angeles's County's example of Justice 40 to address environmental Justice, disparity, workforce training and skilled job opportunity for those who live in those

communities from Artesia to Slauson. The TIRCP is an opportunity to leverage and accelerate the White House vision regarding the job opportunities created by the Infrastructure Investment and Job Act: “The deal will create good-paying, union jobs. With the President’s Build Back Agenda, these investments will add, on average, around 2 million jobs per year over the course of the decade, while accelerating America’s path to full employment and increasing labor force participation.”


No better place in Los Angeles County to check all the infrastructure boxes than the southeast Los Angeles corridor. Finally, two other federal laws when combined with the TIRCP give the southeast corridor (which the West Santa Branch Line runs through) an accelerated chance for more federal aid to surrounding disadvantaged communities who experience severe inequities; CHIPS, Science Act of 2022 and the Inflation Reduction Act would benefit this area greatly.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities,” with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and cities, as part of the Eco-Rapid Transit joint powers authority are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project’s utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore ask you to provide your full and fair consideration to this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they deserve for the last 20 years.

Sincerely,



Member of Congress



OFFICE OF THE
CITY COUNCIL

City of
LYNWOOD
Strength Through Community
Incorporated 1921
11330 Bullis Road, Lynwood, CA 90262
(310) 603-0220 x 200



November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST
SANTA ANA BRANCH**

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Lynwood, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities,"

with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marisela Santana', with a stylized flourish extending to the right.

Marisela Santana
Council Member, City of Lynwood



City of Maywood

4319 East Slauson Avenue • Maywood, California 90270

Tel: (323) 562-5700 • Fax (323) 773-2806

November 22, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Maywood, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the

CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Heber Marquez", with a stylized flourish at the end.

Heber Marquez
Mayor
City of Maywood

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Norwalk, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

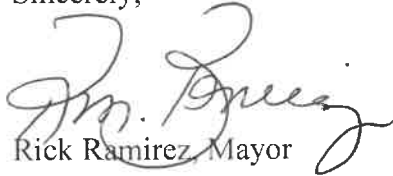
Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality.
Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Ramirez". The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Rick Ramirez, Mayor
City of Norwalk



VILMA CUELLAR STALLINGS
Mayor

ISABEL AGUAYO
Vice Mayor

ANNETTE C. DELGADILLO
Councilmember

PEGGY LEMONS
Councilmember

BRENDA OLMOS
Councilmember

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA
BRANCH**

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Paramount, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged

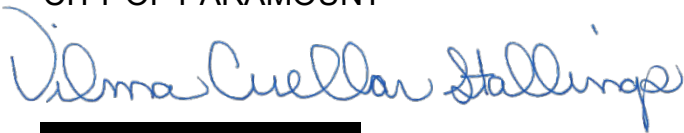
Dedicated to providing fiscally responsible services that maintain a vibrant community.

Communities,” with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next two years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project’s utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

For these reasons, the City of Paramount urges you to support this request to make the West Santa Ana Branch a reality. Please feel free to contact City Manager John Moreno at (562) 220-2222, if you have any questions. On behalf of the City of Paramount, we thank you for your time and consideration.

CITY OF PARAMOUNT

A handwritten signature in blue ink that reads "Dilma Cuellar Stallings".A black rectangular redaction box covering the printed name of the Mayor.

Mayor

cc.

Janice Hahn, LA County Supervisor, District 4
Fernando Dutra, Metro Boardmember, District 4



December 1, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Support of State Transportation Funding for the West Santa Ana Branch Project

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the Port of Long Beach, I am writing to respectfully request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program (TIRCP) funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is a priority project that will bring rail transit to communities that have not had this in their region. The project will provide equity and transit accessibility in some of the State's lowest income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008, the Infrastructure Investment and Jobs Act's (IIJA) principles, Governor Newsom's goal to create 500,000 apprenticeships by 2029, and Metro's Equity Platform Framework.

The West Santa Ana Branch light-rail project will locate a station in the City of Artesia. This station will serve as the start and end of the line, bringing with it an opportunity for the ridership to visit, shop, and eat in Artesia. The rail line will also spur new Transit Oriented Development, providing new economic and housing opportunities for communities along the 19-mile rail line.

The project is a top priority for funding through the U.S. Department of Transportation's Capital Investment Grant program. Along with anticipated federal funding for this project, an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch and meet local match requirements for federal programs. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

The West Santa Ana Branch can be a shining example of Los Angeles County's commitment to Justice 40 by addressing environmental justice, disparity, workforce training and skilled job opportunities for those who live in nearby disadvantaged communities. The project is also poised to apply for other federal funding such as the Science Act of 2022 and the Inflation Reduction Act.

Moreover, once fully completed, this light-rail line will connect over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles, providing access to hundreds of thousands of jobs.

The West Santa Ana Branch will begin utility relocation work and early construction within the next two years, and local cities, as part of the Eco-Rapid Transit joint powers authority, are working in collaboration

Page Two

The Honorable Ara Najarian, Chair of the Board

December 1, 2022

with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they have deserved for over 20 years as we continue to work with Metro staff to ensure that the full development of this project is compatible with the Port of Long Beach's future needs.

Sincerely,



Executive Director

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0065
(916) 319-2065
FAX (916) 319-2165

DISTRICT OFFICE
1440 N. HARBOR BOULEVARD, SUITE 270
FULLERTON, CA 92835
(714) 525-6515
FAX (714) 525-6521



COMMITTEES
EDUCATION
GOVERNMENTAL ORGANIZATION
HOUSING AND COMMUNITY DEVELOPMENT

SELECT COMMITTEES
CHAIR: ORANGE COUNTY HOMELESSNESS
AND MENTAL HEALTH SERVICES
CALIFORNIA-MEXICO BI-NATIONAL AFFAIRS
EARLY CHILDHOOD DEVELOPMENT
FOOD SYSTEMS
LOS ANGELES COUNTY HOMELESSNESS
SOCIAL HOUSING

November 25, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I write to request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had access to this region in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and provide access to jobs, entertainment, and a variety of appointments for transit users. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been heavily impacted by industrial pollution and traffic congestion, and are in need of this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

Thank you for your consideration of this important project. On behalf of my district, I urge you to support this request to help make the West Santa Ana Branch a reality.

Sincerely,

Sharon Quirk-Silva

Assemblymember, 67th District



ANTHONY RENDON

SPEAKER of the ASSEMBLY

Sixty-Third Assembly District

November 30, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Support of State transportation funding for West Santa Ana Branch

Dear Chair Najarian and Metro Board of Directors:

I am writing to request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch light rail project, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities. It is consistent with President Biden's Justice40 Initiative, Executive Order 14008, the Governor's 500,000 apprenticeships by 2029 vision, and Metro's Equity Platform Framework.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project. Currently, there is only one light rail station in my district with the population size of about half a million people.

I therefore urge you to support this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they have deserved for over 20 years. A

The Honorable Ara Najarian
November 30, 2022
Page 2

\$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

Sincerely,



ANTHONY RENDON

Speaker of the State Assembly

MEMBER:
**COMMITTEE ON
WAYS AND MEANS**

SUBCOMMITTEE ON
SELECT REVENUE MEASURES

SUBCOMMITTEE ON
SOCIAL SECURITY

SUBCOMMITTEE ON
TRADE

Linda T. Sánchez
38TH DISTRICT, CALIFORNIA

Congress of the United States
House of Representatives
Washington, DC 20515

DC OFFICE:
2329 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-6676

DISTRICT OFFICE:
12440 EAST IMPERIAL HIGHWAY
SUITE 140
NORWALK, CA 90650
(562) 860-5050

www.lindasanchez.house.gov

November 30, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Support of State Transportation Funding for West Santa Ana Branch

Dear Chair Najarian and the Metro Board of Directors,

I write to request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch (WSAB), for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that do not have it their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities. Importantly, it is consistent with President Biden's Justice40 Initiative and Executive Order 14008, the Governor's vision for 500,000 apprenticeships by 2029, and Metro's Equity Platform Framework.

The WSAB light-rail project will begin in my district, the City of Artesia. The Station in Artesia will serve as the start and end of the line and will finally connect the Gateway cities I represent to the City of Los Angeles. Although the Gateway cities have populations and employment densities that are five times higher than the average for Los Angeles County, our region lacks reliable and efficient public transportation. The WSAB project will improve regional mobility while increasing economic opportunities for the communities along the light rail.

Along with anticipated federal funding for this project, an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of WSAB, from Pioneer Blvd. in the City of Artesia to Huntington Park in the City of Los Angeles. As Metro's number one federal project, WSAB "is more than a line" and this corridor is Los Angeles County's prime example of the kinds of projects that President Biden's Justice40 initiative is intended to benefit. It will address environmental justice and economic disparities by reconnecting communities and increasing access to workforce training and skilled job opportunities for those who live in Southeast Los Angeles County.

Funding from the TIRCP is an opportunity to leverage and accelerate President Biden's vision for economic prosperity and equity through the transformation investments of the Infrastructure Investment and Jobs Act. Thank you for your consideration of this worthwhile request. I look forward to continuing to work with our local and state partners to gather the funding necessary to bring the West Santa Ana Branch project to completion.

Sincerely,

A handwritten signature in blue ink, appearing to read "Linda T. Sanchez", with a stylized, cursive script.

Linda T. Sánchez
Member of Congress



11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

"A great place to live, work, and play"

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Santa Fe Springs, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air

Annette Rodriguez, Mayor • Joe Angel Zamora, Mayor Pro Tem
City Council

Juanita Martin • John M. Mora • Jay Sarno
City Manager
Raymond R. Cruz

pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Annette Rodriguez", with a stylized flourish at the end.

Annette Rodriguez
Mayor

Annette Rodriguez, Mayor • Joe Angel Zamora, Mayor Pro Tem
City Council
Juanita Martin • John M. Mora • Jay Sarno
City Manager
Raymond R. Cruz

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0053
(916) 319-2053
FAX (916) 319-2153

DISTRICT OFFICE
320 WEST 4TH STREET, SUITE 1050
LOS ANGELES, CA 90013
(213) 620-4646
FAX (213) 620-6319

E-MAIL
Assemblymember.Santiago@assembly.ca.gov



COMMITTEES
CHAIR: COMMUNICATIONS AND
CONVEYANCE
HEALTH
HIGHER EDUCATION
PUBLIC SAFETY
UTILITIES AND ENERGY

SELECT COMMITTEE
CHAIR: LOS ANGELES COUNTY
HOMELESSNESS

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I write to express my support of allocating \$1 billion of State Transit and Intercity Rail Capital Program (TIRCP) funds apportioned for Southern California for the West Santa Ana Branch for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

An allocation of \$1 billion of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within disadvantaged communities that face the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

This allocation amount would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035. I respectfully encourage you to support this request to make the West Santa Ana Branch a reality.

Thank you for your consideration. Feel free to contact me at (213) 620-4646 for any questions.

Sincerely,

Assembly Member, 53rd District



Al Rios
MAYOR

Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

www.cityofsouthgate.org

November 14, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair, Najarian and the Metro Board of Directors:

On behalf of the City of South Gate, we request your support in allocating \$500,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and associated work necessary to advance the project toward heavy construction. Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$500,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. We fully agree with the important point Senator Lena Gonzalez made in her October letter to the Metro Board regarding support for prioritization of the WSAB and the legislative objective of augmenting the TIRCP program: "A major focus of this action was to leverage federal transportation funding included in the Infrastructure and Jobs Act, (P.L. 117-58)"

This project will be the State's most important transit project to be constructed this decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Once fully completed, the West Santa Ana Branch will be a 19-mile light-rail line, connecting a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," facing some of the worst air pollution anywhere in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this long-overdue project.

This project is set to begin early utility relocation work in 2023, and our cities are working in collaboration with Metro to accelerate the project at every opportunity. A \$500,000,000 allocation of TIRCP funding in this grant cycle would secure the resources necessary to advance the project's utility relocation and associated works and ensure that it remains on schedule for completion in 2033-2035.

We therefore respectfully urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Al, Rios,
Mayor



CITY ADMINISTRATION
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Vernon, we request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch Transit Corridor (WSAB) project, for utility relocation and early project construction.

The WSAB is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the WSAB, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch Transit Corridor project will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the WSAB project corridor have been

Exclusively Industrial

under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The WSAB will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A \$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch Transit Corridor a reality. Thank you.

Sincerely,

A handwritten signature in blue ink, reading "Carlos R. Fandino". The signature is written in a cursive style. Below the signature is a black rectangular redaction box.

City Administrator, City of Vernon



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Jessica Martinez
Mayor Pro Tem

Fernando Dutra
Council Member

Cathy Warner
Council Member

Octavio Martinez
Council Member

Brian Saeki
City Manager

December 1, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST
SANTA ANA BRANCH**

Dear Chair Najarian and the Metro Board of Directors:

As Mayor of the City of Whittier, I am writing to request your support for allocating \$1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch will provide equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project, an allocation of \$1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

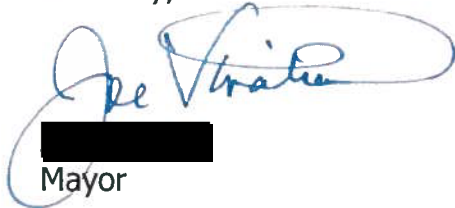
Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion. A \$1,000,000,000 allocation of TIRCP funding would secure the resources

Page Two
The Honorable Ara Najarian
LA County Metro Board of Directors
December 1, 2022

necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Mayor

CC: Gateway Cities COG
Honorable Janice Hahn, Supervisor, Fourth District
Whittier City Council
Kristine Guerrero, League of California Cities, kguerrero@calcities.org



November 30, 2022

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952
Via email to BoardClerk@metro.net

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

Dear Metro Board of Directors:

On Monday, November 14, 2022 at the Metro Board public hearing, Angelenos firmly opposed a fare restructuring proposal that would have negatively impacted many riders. As part of that organized effort, the Alliance for Community Transit - Los Angeles (ACT-LA)—a county-wide coalition of 42 organizations—collected over 600 petition signatures and over 50 comment cards expressing opposition to Metro's fare change proposal, along with concerns that transit riders want Metro to address (see below). This demonstration of community power and Metro's swift action in responding with a much-improved revision of the proposal illustrates how community engagement can identify transit riders' needs and concerns and shape policy for the better.

While the updated fare proposal is a vast improvement for riders over Metro's original proposal, the real solution is still universal fareless transit. Fare caps will help TAP users save money but still leave out cash riders. Seniors and people with disabilities should not face any fare hikes and Metro should not be planning to raise fares for all riders in the future with fare indexing. These concerns would not exist with a plan for universal fareless transit.

In place of Metro staff Recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should instead put the agency on a path toward universal fareless transit. This should include, as first steps, reinstating a fareless transit task force, this time with community representation, to understand the transportation cost burden of its riders and the full cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

We look forward to working with you further as we continue to envision a transit system for all.

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

November 30, 2022

Petition Text:

Many LA transit riders want universal fareless transit, divestment from law enforcement, and investment in care-based safety strategies.

However, Metro, the public agency that runs and funds public transit in LA, is proposing to increase fares for its riders and spend the revenue on law enforcement. Over 60% of Metro's riders earn under \$18,000 a year. Metro's fare hike proposal would make it more expensive and difficult for its riders to use transit, especially riders who rely on the 2-hour free transfer window and riders who use cash, and it would also push Metro farther away from achieving universal fareless transit.

Instead of advancing this fare hike proposal, Metro should be investing more of its \$8.8-billion annual budget on what its riders need most -- reliable and frequent bus service, universal fareless transit, and care-based safety strategies. The agency can and should reclaim public dollars by not renewing Metro's ballooned, wasteful and ineffective law enforcement contracts and by not further committing Metro to corporations who run its fare systems through this fare hike proposal.

Take action -- Join transit riders by signing this petition to urge Metro CEO Wiggins and its Board of Directors to stop considering its current fare hike proposal.

Muchos pasajeros del transporte público de Los Ángeles quieren transporte universal sin tarifa, desinversión de las fuerzas del orden público e inversión en estrategias de seguridad basadas en la atención.

Sin embargo, Metro, la agencia pública que administra y financia el transporte público en Los Ángeles, propone aumentar las tarifas para sus pasajeros y gastar los ingresos en la aplicación de la ley. Más del 60% de los pasajeros de Metro ganan menos de \$18,000 al año. La propuesta de aumento de tarifas de Metro haría que sea más costoso y difícil para sus pasajeros usar el transporte público, especialmente los pasajeros que dependen de la ventana de transferencia gratuita de 2 horas y los pasajeros que usan efectivo, y también empujaría a Metro más lejos de lograr el tránsito universal sin tarifa.

En lugar de avanzar en esta propuesta de aumento de tarifas, Metro debería invertir más de su presupuesto anual de \$ 8.8 mil millones en lo que más necesitan sus

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

November 30, 2022

pasajeros: servicio de autobús confiable y frecuente, tránsito universal sin tarifa y estrategias de seguridad basadas en la atención. La agencia puede y debe reclamar fondos públicos al no renovar los contratos de aplicación de la ley inflados, derrochadores e ineficaces de Metro y al no comprometer más a Metro con corporaciones que administran sus sistemas de tarifas a través de esta propuesta de aumento de tarifas.

Tomar acción -- Únase a los usuarios del transporte público firmando esta petición para instar al director ejecutivo de Metro, Wiggins, y a su junta directiva a que dejen de considerar su propuesta actual de aumento de tarifas.

Signees:

1	Aaron Vogel, Los Angeles, CA 90042
2	Abigail Benjamin, Los Angeles, CA 91606
3	Abigail Bokun, Los Angeles, CA 91601
4	Abigail Carrillo, Los Angeles, CA 91402
5	Abigail Morales, Los Angeles, CA 90062
6	Adam wells Wells, Bettendorf, CA 91311
7	Adrian Reyes, Leona Valley, CA 93551
8	Adrian Riskin, Los Angeles, CA 90037
9	Adriana Ochoa, Los Angeles, CA 90034
10	Aezana Nora, Santa Clarita, CA 91355
11	Alan Berman, Los Angeles, CA 90034
12	Alba Castro, Monterey Park, CA 91754
13	Alberto Espiricueta, Maywood, CA 90270
14	Alburn Binkley, Los Angeles, CA 90064
15	Alejandra Alvarez, Los Angeles, CA 90037
16	Alejandra Martinez, Bell Gardens, CA 90201
17	Alejandra Rios, Los Angeles, CA 90046
18	Alejandro Diaz, Lynwood, CA 90262
19	Alejandro Valencia, Paramount, CA 90723
20	alene gipson, Los Angeles, CA 90006
21	Alex Curran, Los Angeles, CA 90027
22	Alex Kennedy, Los Angeles, CA 90014
23	Alex Lopez, Van Nuys, CA 91205

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

November 30, 2022

24	Alexander Ferrer, Los Angeles, CA 90024
25	Alexi Gill, Los Angeles, CA 90024
26	Alfonso Directo, Los Angeles, CA 90025
27	Alison Francisco, Los Angeles, CA 90005
28	Alison Vu, Los Angeles, CA 90804
29	Alissa Duong, Irvine, CA 92617
30	Allison Mannos, Los Angeles, CA 90027
31	Allon Percus, Santa Monica, CA 90403
32	Alma Sernas, Santa Monica, CA 90404
33	Aly Monroe, Los Angeles, CA 90027
34	Alysha Ferguson, Glendora, CA 91741
35	Alyssa Davis, Los Angeles, CA 90066
36	Alyssa Villalobos, Hacienda Heights, CA 91745
37	Amelie Cherlin, Los Angeles, CA 90027
38	Amanda Gormsen, Santa Monica, CA 90404
39	Amanda Hernandez, Los Angeles, CA 90018
40	Amanda Tapia, South Gate, CA 90280
41	Amanda Trebach, Florence-Graham, CA 90001
42	Ana Medina, Culturas Mexicanas, CA 91107
43	Andrea Duran, Los Angeles, CA 90004
44	Andrea Garcia-Contreras, Los Angeles, CA 90020
45	Andrea Juarez, East Los Angeles, CA 90063
46	Andrea Rojas, Los Angeles, CA 90018
47	Andres Gonzalez, Los Angeles, CA 90026
48	Andres Gonzalez, Maywood, CA 90270
49	Andrés R, Canoga Park, CA 90065
50	Andrew Cobb, Covina, CA 91723
51	Andrew Graebner, Los Angeles, CA 91405
52	Aneil Rallin, Los Angeles, CA 90014
53	Angel Ortega, Los Angeles, CA 90018
54	Angela Givant, La Crescenta - Montrose, CA 91214
55	Angela Gonzales, Los Angeles, CA 90042
56	Angelique Bayardo, Los Angeles, CA 91331
57	Angelique Rojo, Los Angeles, CA 91411
58	Angelo Mike, Los Angeles, CA 90020
59	Angie Jean-Marie, Los Angeles, CA 90016
60	Anna Scheckel, Altadena, CA 91001
61	Anna Scialli, Los Angeles, CA 90036

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

November 30, 2022

62	Anna Trejo, Los Angeles, CA 90065
63	Annalisa Bejarano, Long Beach, CA 90731
64	Annathalia Nalapraya, Los Angeles, CA 91601
65	Anonymous, Alhambra, CA 91801
66	Anonymous, Covina, CA 91724
67	Anonymous, El Monte, CA 91731
68	Anonymous, Glendale, CA 91207
69	Anonymous, La Verne, CA 91750
70	Anonymous, Los Angeles, CA 90005
71	Anonymous, Los Angeles, CA 90011
72	Anonymous, Los Angeles, CA 90012
73	Anonymous, Los Angeles, CA 90025
74	Anonymous, Los Angeles, CA 90026
75	Anonymous, Los Angeles, CA 90026
76	Anonymous, Los Angeles, CA 90066
77	Anonymous, Los Angeles, CA 90066
78	Anonymous, Los Angeles, CA 91423
79	Anonymous, Los Angeles, CA 91423
80	Anonymous, Rosemead, CA 91770
81	Anonymous, San Juan Capistrano, CA 92675
82	Anonymous, Santa Clarita, CA 91355
83	Anonymous, South Whittier, CA 90605
84	Anthony Morrison, Los Angeles, CA 91401
85	Anthony Romero, Gardena, CA 90247
86	Antonia Kitto, Los Angeles, CA 90026
87	Antonio Garza, Los Angeles, CA 90005
88	Antonio Rodriguez, Los Angeles, CA 91331
89	Araceli Hernandez, Mission Hills, CA 91345
90	Arielle Davalos, Glendale, CA 91205
91	Ashleu Moreno, Los Angeles, CA 90011
92	Ashley Bonilla, Los Angeles, CA 91402
93	Ashley Carrillo, Los Angeles, CA 91304
94	Ashley Gutierrez, Los Angeles, CA 90033
95	Ashley Morales, Los Angeles, CA 91306
96	Asiyahola Sankara, Los Angeles, CA 90016
97	Astryd Reyes, Los Angeles, CA 90032
98	Athena Aquino, Pasadena, CA 91106
99	Austin Anderson, Los Angeles, CA 90020

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

November 30, 2022

100	Austin Benavides, Baldwin Park, CA 91706
101	Avery Nelson, Los Angeles, CA 90007
102	Ayse Durak, Los Angeles, CA 90038
103	Beau Shurley, Los Angeles, CA 90014
104	Ben Dover, Bell Gardens, CA 90201
105	Ben Wilson, Los Angeles, CA 90041
106	Beni Sanchez, Los Angeles, CA 90008
107	Bethany Michaels, Los Angeles, CA 90028
108	Bianca Avila, Los Angeles, CA 91331
109	Bianca Martinez, Los Angeles, CA 90036
110	Bill D, Los Angeles, CA 90042
111	Branden Stoltz, Los Angeles, CA 90028
112	Brandon Najera, South Gate, CA 90280
113	brandon rivas, South Gate, CA 90280
114	Brashear Brashear, Ladera Heights, CA 90056
115	Brenda Covarrubias, Los Angeles, CA 90007
116	Brenda Quintero, Los Angeles, CA 90002
117	Brent Beath, Los Angeles, CA 90035
118	Brian Edwards, Los Angeles, CA 91601
119	Brian Lee, Los Angeles, CA 90006
120	Brian Pacheco, Los Angeles, CA 90029
121	Briana Haynie, Glendale, CA 91206
122	Briana Moller, Los Angeles, CA 90043
123	Brianna Jacome, CA 93550
124	Brianna Uresti, Los Angeles, CA 90065
125	Briar Edmiston, Los Angeles, CA 91606
126	Bridget Ware, Los Angeles, CA 90034
127	Brigette Amaya, Los Angeles, CA 90044
128	Brittany Montaño, Carson, CA 90810
129	Bryan Kastelan, Los Angeles, CA 91607
130	Byron Adams, Long Beach, CA 90802
131	Cailyn Nagle, Los Angeles, CA 90065
132	Camille Kolodziejski, Los Angeles, CA 90031
133	Candace Ahumada, Alhambra, CA 91801
134	Candace Roman, Los Angeles, CA 90048
135	Candy Martinez, Los Angeles, CA 91356
136	Cariad Owen, Los Angeles, CA 90046
137	Carla Contreras Cabrera, Los Angeles, CA 91605

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138	Carmen conde, Pasadena, CA 91107
139	Carmen Gil, Oviedo, CA 91106
140	Carmina Calderon, Los Angeles, CA 90042
141	Carolyn Angius, Culver City, CA 90232
142	Carolyn Pugh, Los Angeles, CA 90025
143	Cassandra Guerra, Los Angeles, CA 91324
144	Cate Carlson, Los Angeles, CA 90039
145	Cayla McCrae, Los Angeles, CA 90012
146	Cecilia Garcia, Los Angeles, CA 90033
147	Charles (Nate) Edgar, Pasadena, CA 91104
148	Charles Malecki, Los Angeles, CA 90028
149	Charles Morris, Los Angeles, CA 90042
150	Chelsea Kirk, Los Angeles, CA 90026
151	Chelsie Rivera, Los Angeles, CA 91343
152	Cheyenne Washington, Los Angeles, CA 91311
153	Chris Warren, Los Angeles, CA 90041
154	Christian Krieger, Los Angeles, CA 91606
155	Christian Lucas, Inglewood, CA 90303
156	Christian Osorio, Los Angeles, CA 90062
157	Christine Nguyen, Los Angeles, CA 90042
158	Christopher Michel, Marina del Rey, CA 90292
159	Christopher Morales, Los Angeles, CA 90031
160	Christopher Rackley, Los Angeles, CA 91406
161	Cindy Reyes, Los Angeles, CA 90057
162	Cinthia Silva, Los Angeles, CA 91331
163	Claire Chang, Fullerton, CA 92831
164	Claire Norris, Glendale, CA 91201
165	Clarissa Mancha, Los Angeles, CA 90007
166	Claudia Calderon, Los Angeles, CA 90042
167	Cole Henry, Los Angeles, CA 90036
168	Colin Beckett, Los Angeles, CA 90028
169	Concepcion Bonilla, Los Angeles, CA 90019
170	Connor Morgan, Los Angeles, CA 90006
171	Cooper Bowen, Los Angeles, CA 90024
172	Corey A, Los Angeles, CA 90029
173	Cristyn Wingood, Hawthorne, CA 90250
174	Crystal Grant, Los Angeles, CA 90005
175	Czarina Jimenez, Loma Linda, CA 92354

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176	Daisy Cruz, Baldwin Park, CA 91706
177	Dalia Toledo, Huntington Park, CA 90255
178	Dane Fig, East Los Angeles, CA 90063
179	Daniel Dominguez, Los Angeles, CA 90046
180	Daniel Ruiz, Los Angeles, CA 90006
181	Daniel Sangouthai, Huntington Park, CA 90255
182	Daniela Fuerte, Los Angeles, CA 90003
183	Daniela Hernandez, East San Gabriel, CA 91775
184	Daniela Simunovic, Los Angeles, CA 90032
185	Danielle Dirksen, Los Angeles, CA 90013
186	Danielle Nguyen, Los Angeles, CA 91311
187	Danita Bayer, Los Angeles, CA 90027
188	Darla Soto, Los Angeles, CA 90011
189	David Choi, Los Angeles, CA 90057
190	David Levitus, Los Angeles, CA 90025
191	David Wilcox, Los Angeles, CA 90042
192	De Anna Pittman, Compton, CA 90221
193	Deborah Murphy, Los Angeles, CA 90039
194	Destiny Ruiz, Los Angeles, CA 90042
195	Diana Arterian, Los Angeles, CA 90039
196	Diana Chang, Los Angeles, CA 90027
197	Diana Choi, Los Angeles, CA 90020
198	Diana Jimenez, Los Angeles, CA 90031
199	Diana Relth, Los Angeles, CA 90062
200	Diris Pineda, Los Angeles, CA 90037
201	dominique pearson, Los Angeles, CA 90047
202	Dorothy Edwards, Pasadena, CA 91104
203	Douglas Lamb, Los Angeles, CA 90029
204	Edgar Vaca, Los Angeles, CA 90059
205	Edward Portillo, Los Angeles, CA 90065
206	Eileen Lee, Cerritos, CA 90703
207	Elia Hernandez, Los Angeles, CA 90059
208	Eliana Bohn, Los Angeles, CA 90024
209	Eliot Phillips, Los Angeles, CA 90042
210	Elisa Ellis, Los Angeles, CA 90036
211	Elisa Tapia, Los Angeles, CA 91601
212	Eliza Fleming, Los Angeles, CA 90041
213	Eliza Gutierrez, Los Angeles, CA 91325

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214	Elizabeth Adams, Los Angeles, CA 90004
215	Elizabeth Hamilton, Los Angeles, CA 90032
216	Elizabeth Israelian, Los Angeles, CA 90029
217	Elizabeth Juarez, Los Angeles, CA 90005
218	Elizabeth Medrano, Los Angeles, CA 90005
219	Elizabeth Villescas, Los Angeles, CA 90042
220	Ellie Gluhosky, Portland, CA 97211
221	Ellie Guzman, East Los Angeles, CA 90022
222	Elvia Arroyo, Long Beach, CA 90805
223	Elyssa Rivero, Glendale, CA 91206
224	Emely Sanchez, Los Angeles, CA 91304
225	Emma Gerch, East Los Angeles, CA 90063
226	Emma Montoya, Porterville, CA 93257
227	Eric Espinoza, Los Angeles, CA 91423
228	Erica Childs, Glendale, CA 91202
229	Erica Doering, Los Angeles, CA 90027
230	Erich Bollmann, Los Angeles, CA 90029
231	Ericka Calderon, Los Angeles, CA 90047
232	Erin McGee, Yerres, CA 91344
233	Esteban McKenzie, Long Beach, CA 90805
234	Ethan Seu, Los Angeles, CA 90033
235	Evan Rubin, Pittsburgh, CA 15224
236	Faraz Aqil, Downey, CA 90242
237	Fatima Murrieta, Los Angeles, CA 90046
238	Favian Gonzalez, Los Angeles, CA 90007
239	Felisa Vasquez Gonzalez, Los Angeles, CA 90011
240	Felix Frame, Los Angeles, CA 90014
241	Fernanda Blanco, Los Angeles, CA 90011
242	Forest Haywood, Thornton, CA 80602
243	Francisco Espinosa, Los Angeles, CA 90034
244	Francisco Palacios, Los Angeles, CA 90037
245	Freddie Webster, Los Angeles, CA 90015
246	Gabriel Lopez, Maywood, CA 90270
247	Gabriel Vidal, Los Angeles, CA 90027
248	Gemma Lurie, Los Angeles, CA 90026
249	Geno Sanchez, Los Angeles, CA 90020
250	George Karam, San Fernando, CA 91344
251	GH Gianola, Glendale, CA 91201

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252	Gina Viola, Los Angeles, CA 90068
253	Gissell Alvarez, Los Angeles, CA 90008
254	Gisselle Rodriguez, Los Angeles, CA 90037
255	Glafira Lopez, South Whittier, CA 90605
256	Grace Doyle, Los Angeles, CA 90039
257	Grace Hut, Los Angeles, CA 90026
258	Grace Kluck, Los Angeles, CA 90068
259	Grant Sunoo, Culver City, CA 90232
260	Gretty Rodriguez, Los Angeles, CA 90065
261	gustavo lopez coronado, Los Angeles, CA 90016
262	Gwen Burke, Los Angeles, CA 90026
263	Gwen Creighton, Los Angeles, CA 90046
264	h bang, Los Angeles, CA 90004
265	Hailey Barker, Los Angeles, CA 90025
266	Hailey Martinez, Los Angeles, CA 90033
267	Hans Beischel, Los Angeles, CA 90043
268	Hayat Rasul, San Fernando, CA 91344
269	Hercilia Garnica, Canoga Park, CA 91325
270	Hermes Padilla, San Fernando, CA 91344
271	Hortencia Rodriguez, Los Angeles, CA 90004
272	Hugo Hernandez, Los Angeles, CA 90006
273	Ina Morton, Los Angeles, CA 90042
274	Isabel Guerrero, Montclair, CA 91763
275	Isaiah Bryant, Lynwood, CA 90262
276	Ivana Alvarez, Los Angeles, CA 90037
277	J Glick, Los Angeles, CA 90035
278	Jack Eidt, Los Angeles, CA 90050
279	Jackie esbin, Los Angeles, CA 90004
280	Jaclyn Rackerby, Los Angeles, CA 91326
281	Jacob DelReal, Burbank, CA 91505
282	jacqueline Chiquillo, Los Angeles, CA 90019
283	Jake Sneider, Los Angeles, CA 90039
284	Jamilet Ochoa, Long Beach, CA 90803
285	Janet Hurtado, Baldwin Park, CA 91706
286	Janet Reyes, Los Angeles, CA 90037
287	Jasmin Ponce, Los Angeles, CA 90027
288	Jasmin Vargas, Los Angeles, CA 90041
289	Jason Novak, Los Angeles, CA 90025

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290	jazmin valenzuela, Los Angeles, CA 90042
291	Jeanette Miller, Modesto, CA 95355
292	Jen Lopez, Los Angeles, CA 90005
293	Jenna Hoover, Covina, CA 91723
294	Jenna Sheridan, Los Angeles, CA 90006
295	Jennifer Flores, Los Angeles, CA 90020
296	Jennifer Foltz, Los Angeles, CA 91423
297	Jennifer Funes, Los Angeles, CA 90004
298	Jennifer Ho, La Crescenta - Montrose, CA 91214
299	Jennifer Maldonado, Los Angeles, CA 90032
300	Jenny Mendoza, Rosemead, CA 91770
301	Jerin Haynes, Los Angeles, CA 90005
302	Jesse Gray, Los Angeles, CA 90011
303	Jessenia Zelaya, Los Angeles, CA 90007
304	Jessi Martinez, Santa Monica, CA 90405
305	Jessica Bardales, Los Angeles, CA 91405
306	jessica garcia, CA 93550
307	Jessica Martinez, Los Angeles, CA 91423
308	Jessica Prieto, Los Angeles, CA 90023
309	Jessica Urena, South Gate, CA 90280
310	Jesus Castillo, Los Angeles, CA 90059
311	Jesus Payan, Los Angeles, CA 90027
312	Jesus Rodriguez, East Los Angeles, CA 90063
313	Jillian Burgos, Los Angeles, CA 91601
314	JIMBO TIMES, Los Angeles, CA 90029
315	Joana Cruz, Inglewood, CA 90301
316	Joanna Orduna, Bellflower, CA 90706
317	Jocelyn Borrayo Baltazar, Los Angeles, CA 90025
318	Jocelyn Cobian, Los Angeles, CA 90026
319	Jocelyn Gomez, Los Angeles, CA 91402
320	Jocelyn Sun, CA 9101-
321	Jocelyn Vivaldo, Los Angeles, CA 90031
322	Joe Linton, Los Angeles, CA 90004
323	John Corona, Los Angeles, CA 90011
324	John Jackson, Los Angeles, CA 90028
325	John Perry, Pasadena, CA 91106
326	John Yi, Los Angeles, CA 90005
327	Jonathan Rubio, Los Angeles, CA 91605

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328	Jonathan Smith, Montebello, CA 90640
329	Jonny Coleman, Los Angeles, CA 90026
330	Jordan Vann, Los Angeles, CA 90057
331	Jordy Coutin, Los Angeles, CA 90019
332	Jos√© Luis Castro, Los Angeles, CA 90011
333	Josh Singer, Santa Monica, CA 90404
334	Joshua Ball, Korb, CA 91104
335	Joshua Ericson, Burbank, CA 91501
336	Joslynn Cerrato, Los Angeles, CA 90062
337	Judy Branfman, Santa Monica, CA 90401
338	jules deem, Los Angeles, CA 90020
339	Julia Goldberg, Los Angeles, CA 90029
340	Julio Moreno, Los Angeles, CA 90011
341	Juneberry McNelis, La Crescenta - Montrose, CA 91214
342	Justin Dodd, Los Angeles, CA 90029
343	Justin Mickens, Burbank, CA 91510
344	Justin Toobi, Los Angeles, CA 90046
345	Kainan Short, Los Angeles, CA 90065
346	Kanoa Ichiyanagi, CA 91381
347	Karen Barrios, Palmdale, CA 93552
348	Karen Molina, Los Angeles, CA 90006
349	Karina Angel, Los Angeles, CA 90044
350	Karla G, Los Angeles, CA 90047
351	Karlee Currin, Burbank, CA 91505
352	Kat E, Los Angeles, CA 90066
353	Kat Jeffries, Los Angeles, CA 90018
354	katanna camero, Los Angeles, CA 91311
355	Katelyn Padilla, Carson, CA 90810
356	Katherine Tattersfield, Los Angeles, CA 91311
357	Katie Duberg, Los Angeles, CA 90026
358	Kaydence Gallo, Los Angeles, CA 91602
359	Kayla Hanson, Los Angeles, CA 90027
360	Keila Lopez, Los Angeles, CA 90033
361	Kelly Majewski, Los Angeles, CA 90039
362	Kelsey Schwartz, Los Angeles, CA 91403
363	Kelsey Stefanson, Los Angeles, CA 90026
364	Kenneth Scalir, Los Angeles, CA 91403
365	Kevin Cervantes, Huntington Park, CA 90255

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366	Kevin Liu, South Pasadena, CA 91030
367	Kevin Tellez, Lynwood, CA 90262
368	Kiana Stepney, Los Angeles, CA 90002
369	Kimberly Figueroa, Los Angeles, CA 90037
370	Kimberly Rivera, Huntington Park, CA 90255
371	Kit Brogden, Los Angeles, CA 90013
372	Kristina Meshelski, Los Angeles, CA 90068
373	Kritzia Pinedo, Fontana, CA 92336
374	Kumari Strong, CA 93550
375	Kyle Smith, Los Angeles, CA 90034
376	Kyra Abrams, Richmond, CA 94806
377	L Perez, Los Angeles, CA 91324
378	Laine Nowak, Los Angeles, CA 90024
379	larry Burgess, St. Louis Park, CA 55416
380	Laura Cowan, Los Angeles, CA 90039
381	Laura Raymond, Los Angeles, CA 90026
382	laura romero, Los Angeles, CA 90038
383	Laurel Trammell, Bothell, CA 98011
384	Lauren Abrahamian, Burbank, CA 91505
385	Lauren Batten, Culver City, CA 90232
386	Lauren Cubacub, Los Angeles, CA 90035
387	Lauren Scharf, Los Angeles, CA 91602
388	Lawrence Maldonado, Los Angeles, CA 90024
389	Leslie Delgado, Compton, CA 90221
390	Lesly Palestino, Bell Gardens, CA 90201
391	Libertad Marquez, Maywood, CA 90270
392	Lili Koenig, Long Beach, CA 90813
393	Liliana Cortez, Los Angeles, CA 90007
394	Liliana Trejo, Inglewood, CA 90302
395	Lillian Liang, Los Angeles, CA 90046
396	LiNDA TOVAR, Pasadena, CA 91103
397	Lindsay Burke, Los Angeles, CA 91401
398	Lisset Mendoza, Anaheim, CA 92807
399	Liza Lang, Altadena, CA 91001
400	Lizbeth Ayala, Los Angeles, CA 90012
401	Lizeth Rizo, Los Angeles, CA 90024
402	lizette enriquez, Maywood, CA 90270
403	Lorena Barbosa, Los Angeles, CA 90017

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404	Lorenzo Mutia, Los Angeles, CA 91601
405	Lovey E, Torrance, CA 90501
406	Luca Young, Torrance, CA 90501
407	Lucas Ayandele, Los Angeles, CA 91402
408	Lucy Briggs, Los Angeles, CA 90025
409	Lucy Svoboda, Santa Monica, CA 90404
410	Luis Rios, Montclair, CA 91763
411	Luis Sanchez, Lynwood, CA 90262
412	Lupe Velez, Los Angeles, CA 90024
413	Lyanne Hernandez, Los Angeles, CA 90003
414	Lyndsey Nolan, Los Angeles, CA 90006
415	M Dequina, Carson, CA 90810
416	Maeve Richards, Santa Monica, CA 90404
417	Mag Gio, Los Angeles, CA 90089
418	Magan Wiles, Inglewood, CA 90302
419	Mahdi Manji, Whittier, CA 90602
420	Mallory Dennis, Burbank, CA 91505
421	Manuel Hernandez, Oxnard, CA 93030
422	Marcos Gonzalez, Los Angeles, CA 90019
423	Marcus Love, Pasadena, CA 91103
424	Maria Jimenez, Los Angeles, CA 90023
425	Maria Luna, Inglewood, CA 90301
426	maria madrigal, Sun Valley, CA 91402
427	Maria Patino, CA 9022
428	Mariana Raya, East Los Angeles, CA 90063
429	Marianna Yamamoto, Oakland, CA 94618
430	Maribel Morales, Florence-Graham, CA 90001
431	Marisol Ceja, East Los Angeles, CA 90022
432	Marissa Ayala, Los Angeles, CA 91325
433	Mars Bars, San Antonio, CA 90042
434	Martha Santos, Monterey Park, CA 91755
435	Martha Servin, Los Angeles, CA 90031
436	marysol Flores, Los Angeles, CA 90004
437	Matilde Marcolli, CA 91101
438	Matt Hanchey, Glendale, CA 91204
439	Matt Plotkin, Los Angeles, CA 91411
440	Matthew Bane, Los Angeles, CA 90027
441	Matthew Nussbaum, Santa Monica, CA 90404

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442	Max Wilcox, Los Angeles, CA 90042
443	Maxwell Hellmann, Los Angeles, CA 90034
444	Maya Donnelly, Los Angeles, CA 90029
445	maya lucyshyn, Los Angeles, CA 90026
446	Mayra Blas, Los Angeles, CA 90004
447	Melanie Perez, Mission Hills, CA 91345
448	Melissa Bailey, Los Angeles, CA 91356
449	Melissa Rojas, Los Angeles, CA 90018
450	Mercedes Guzman, Raisin City, CA 93652
451	Mia Lewis, Los Angeles, CA 90025
452	Michael Calderon-Zaks, Santa Monica, CA 90403
453	Michael Kapphahn, Los Angeles, CA 90031
454	michael konik, Los Angeles, CA 90046
455	Michael MacDonald, Los Angeles, CA 90041
456	Michaela Arzola, Austin, CA 78702
457	Michelle G, Los Angeles, CA 91601
458	Michelle Hinojosa, Los Angeles, CA 90019
459	Michelle Lewis, Long Beach, CA 90802
460	Michelle Lopez, Los Angeles, CA 90027
461	Michelle Michelle Lopez, Lynwood, CA 90262
462	Mickey McConnell, San Fernando, CA 91344
463	Miguel Cruz, CA 90011
464	Mikael Kloda, Los Angeles, CA 91607
465	Milan Arana, South Gate, CA 90280
466	Milena Morris, Redondo Beach, CA 90277
467	Minerva Garcia, Los Angeles, CA 90057
468	Mohammad Tajsar, Pasadena, CA 91104
469	Molly Cronin, Los Angeles, CA 90029
470	Monaye Moyes, Los Angeles, CA 91367
471	Monserrat Carrillo, Pasadena, CA 91104
472	Mosammet Rahman, Los Angeles, CA 91401
473	Myrna Ortiz, Los Angeles, CA 90023
474	Nan Lee, Los Angeles, CA 90064
475	Nancy Zelaya, Los Angeles, CA 90018
476	Naomi Iwasaki, Los Angeles, CA 90019
477	Naria kiani, Los Angeles, CA 90036
478	Natalie Piotrowski, Los Angeles, CA 91325
479	Nathan Heidt, Los Angeles, CA 90025

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480	Nathan Remillard, Los Angeles, CA 90036
481	Nayra Pacheco, Los Angeles, CA 90006
482	Nelly Garnica, Canoga Park, CA 90066
483	Nelvi Sandoval, Los Angeles, CA 90005
484	Neenetzin Rodriguez, Alhambra, CA 91801
485	Nick ScottRussell, Los Angeles, CA 90039
486	Nicola Yip, Los Angeles, CA 90033
487	Nicole Johnson, Los Angeles, CA 90004
488	Nina Long, Los Angeles, CA 90025
489	Noah Durkin-White, New York, CA 10027
490	Nona Randois, Los Angeles, CA 90041
491	Nora Healy, Los Angeles, CA 91601
492	Norma Ibarra, Los Angeles, CA 90043
493	Ofelia Platzen, Los Angeles, CA 90033
494	olivia ramirez, Long Beach, CA 90731
495	Olyvia Ratliff, Long Beach, CA 90814
496	Oscar Garcia, Florence-Graham, CA 90001
497	Oscar Vazquez, East Los Angeles, CA 90063
498	Oscar Zarate, Compton, CA 90222
499	Paola Reyes, Los Angeles, CA 90018
500	Paola Tirado, Los Angeles, CA 90002
501	Patricia Hernandez, Woodland Hills, CA 91335
502	Patrick Labyorteaux, Los Angeles, CA 91423
503	Patrick McNamee, Santa Monica, CA 90403
504	Patrick Susmilch, Los Angeles, CA 90026
505	Paul Belmes, Los Angeles, CA 91401
506	Paul Yoon, Los Angeles, CA 90032
507	Paula Outon, Los Angeles, CA 90027
508	Perla Flores Reyes, Los Angeles, CA 90012
509	Peter Horton, Los Angeles, CA 90025
510	Petrona Garcia, Los Angeles, CA 90006
511	Phoenix Wysocki, Bellflower, CA 90706
512	Pilar Galvez, Los Angeles, CA 90029
513	Rachel Lu, Los Angeles, CA 90025
514	Rachel Playstead, Los Angeles, CA 90004
515	Rae Bloom, Los Angeles, CA 90064
516	Ramandeep Kaur, Los Angeles, CA 90045
517	Raphael Padilla, San Fernando, CA 91344

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518	Rebecca Heard, Santa Clarita, CA 91351
519	Rebecca Hu, Los Angeles, CA 90026
520	Rebecca Pynoos, CA 90219
521	Rebecca Saavedra Swint, Los Angeles, CA 90036
522	Ricardo Perez, Los Angeles, CA 91406
523	Rick Van Der Weij, Palo Alto, CA 94306
524	Rob Mork, Redondo Beach, CA 90277
525	Robert Hogg, Los Angeles, CA 91325
526	Robin Cummings, Reno, CA 89502
527	Rocio Vallejo, Los Angeles, CA 90015
528	Rocio Martinez, Los Angeles, CA 90016
529	Rocxy Rivera, Huntington Park, CA 90255
530	Roger Carnow, Los Angeles, CA 91601
531	Roghan Weafer, Los Angeles, CA 90038
532	Rosa Arana, South Gate, CA 90280
533	Rosa Sanchez, Los Angeles, CA 90011
534	Rox Quin, Los Angeles, CA 90006
535	Roxan Rivas, Los Angeles, CA 90064
536	Ruben Garcia, Bell Gardens, CA 90201
537	ryan alcazar, Los Angeles, CA 90045
538	Sadie Buerker, Los Angeles, CA 90019
539	Safiya Cooper, Los Angeles, CA 90018
540	samantha l., Alhambra, CA 91801
541	Samantha Murillo, Montebello, CA 90640
542	Sandra Romero, Huntington Park, CA 90255
543	Sara Eastwood, Los Angeles, CA 90015
544	Sara Lendecky, Compton, CA 90221
545	sara reihani, Los Angeles, CA 90065
546	Sarah Aqil, Downey, CA 90242
547	Sarah Back, Los Angeles, CA 90026
548	Sarah Cronk, Los Angeles, CA 91401
549	Sarah Hickman, Los Angeles, CA 90015
550	Sarah Meacham, Pasadena, CA 91103
551	Sarah Oh, Pasadena, CA 91106
552	Sarah Rubinstein, Los Angeles, CA 90034
553	Sasha Burik, Los Angeles, CA 90034
554	Savannah Ramirez, East Los Angeles, CA 90063
555	Scarlett DeLeon, Los Angeles, CA 91601

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556	Scott Zenteno, Pasadena, CA 91101
557	Sean McCann, Los Angeles, CA 90004
558	Selina Ho, East San Gabriel, CA 91775
559	Shannon Herber, Los Angeles, CA 91607
560	Shannon Robinson, Los Angeles, CA 90089
561	Shannon Seufert, Los Angeles, CA 91367
562	Shari Reed, Burbank, CA 91504
563	Sherin Bennett, Los Angeles, CA 90027
564	Sheryl Sinclair, Los Angeles, CA 90057
565	Shewit Zerai, Los Angeles, CA 90039
566	Silvia Anguiano, Los Angeles, CA 91331
567	Sivan Silver-Swartz, Los Angeles, CA 90012
568	Sofia Cano, Los Angeles, CA 90031
569	Sofia Huezo, Los Angeles, CA 90003
570	Sofia Huezo, Los Angeles, CA 91601
571	Sofia Salazar, Los Angeles, CA 90004
572	Sonia Suresh, Los Angeles, CA 90034
573	Sonum Dixit, Cerritos, CA 90703
574	Sopha Phea, Los Angeles, CA 90012
575	Sophia Li, East Los Angeles, CA 90063
576	Sophie Len, Whittier, CA 90601
577	Sophie Prime, Beverly Hills, CA 90210
578	Spane Boswell, Glendale, CA 91204
579	Stella Padilla, Los Angeles, CA 90025
580	Stephanie Gordian, Los Angeles, CA 90018
581	Stephanie Guzman, Los Angeles, CA 91342
582	Stephanie Leon, Los Angeles, CA 90042
583	Stephanie Norton, Pasadena, CA 91101
584	Stephanie Silva, Los Angeles, CA 91331
585	Stephen Marks, Los Angeles, CA 90005
586	Steven Escot, Pasadena, CA 91101
587	Steven Vanderveer, Los Angeles, CA 90014
588	Suerte Rivera, Huntington Park, CA 90255
589	Sunniva Berg, Falcon Heights, CA 55108
590	Tahiya Mustafa, Los Angeles, CA 90006
591	Tanner Vandenbosch, Los Angeles, CA 90019
592	Tatum Hurley, Los Angeles, CA 91604
593	Taylor Spiliotis, Long Beach, CA 90731

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594	Teddy Park, Los Angeles, CA 90015
595	Thea Wang, Glendale, CA 91208
596	Thomas Egan, Los Angeles, CA 90016
597	Thomas Teraoka, Los Angeles, CA 91335
598	Tiana McKenna, Los Angeles, CA 90042
599	Tibby Rothman, Los Angeles, CA 90291
600	Tieira Ryder, Los Angeles, CA 90066
601	Tiffany Do, Los Angeles, CA 91304
602	Todd Herman, Pasadena, CA 91106
603	Tony Ortuno, Los Angeles, CA 90014
604	Topher Hendricks, Los Angeles, CA 90012
605	Topher Mathers, Pasadena, CA 91106
606	Trenton Szewczyk, Los Angeles, CA 90031
607	Trevor Hines, Los Angeles, CA 90026
608	Trinidad Ruiz, Los Angeles, CA 90026
609	Tyrese Flowers, Los Angeles, CA 90018
610	Ufoma Okoriorgha, Los Angeles, CA 90018
611	Vanessa Rico, Long Beach, CA 90802
612	Venecia Avila, Los Angeles, CA 90732
613	Verna Sierra, Cypress, CA 90630
614	Veronica Castro, Los Angeles, CA 90011
615	Victoria Gluchoski, Los Angeles, CA 90029
616	Victoria Loza, Camp Pendleton South, CA 92055
617	Victoria Skalland, Los Angeles, CA 90025
618	Virginia Eastwood, Santa Monica, CA 90403
619	Vlad Khatt, Los Angeles, CA 90065
620	Wendy Miranda, Los Angeles, CA 90744
621	Xochitl Ong, Los Angeles, CA 90021
622	Yahaira Avila, Glendale, CA 91205
623	Yanel Saenz, Los Angeles, CA 90002
624	Yareimy Patrocinio, Los Angeles, CA 90041
625	Yazmine Desanges, Los Angeles, CA 90034
626	Yesenia Aluizo, Los Angeles, CA 90710
627	Yesenia Nava, Los Angeles, CA 90007
628	yesenia prieto, Los Angeles, CA 90032
629	Yesenia Valerio, West Covina, CA 91791
630	Yotala Oszkay Febres-Cordero, Culver City, CA 90232
631	Yvette Perez, Los Angeles, CA 91303

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

November 30, 2022

632	Zachary Elgart, Los Angeles, CA 90034
633	Zachary Schuman, Los Angeles, CA 90034
634	Zaroug Abajian, San Fernando, CA 91344

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Lizbeth Garcia

Línea de Autobús: 70, 251, 18

Comentario:

Me afecta directamente, todo esta bien caro,
no hemos recuperado sueldos perdidos durante la
pandemia, si lo suben todo va estar muy mal

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Ana Santa maria

Línea de Autobús:

70, 78, 204

Comentario:

Soy una persona de 73 años
estoy deshabilitada el aumento de tarifas
me perjudica a mi y a mi familia somos de bajos
recursos

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización:

Daniel Hernandez

Linea de Autobús:

70, 260, 106, 251

Comentario:

As a student this would affect me negatively because I would be paying more & would force me to make changes to my budget

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization: *Perla Zavaleta*

Bus route:
70

Comment:

Mucho aumento

todavia hay mucha inflacion y todo esta caro

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Francisca

Línea de Autobús:

605

Comentario:

Yo diría que no lo suban, porque está muy caro todo

Colectivo Poder Comunitario someterá su comentario en la próxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization: Micaela

Bus route: 605 + more (only ride the bus-no car)

Comment:

I depend on the bus and it would be too expensive for me to ride if they raise the fare and get rid of free transfers

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Magdalena Nunes

Línea de Autobús:

251, 605

Comentario:

Esto nos impactaría económicamente, todo esta
subiendo. Mi niño depende del bus para ir a trabajar
y esto haría que el pague más!!

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Feliciano Aparicio Prado

Línea de Autobús:

varias

Comentario:

Todo esta muy caro. yo digo que no lo
suban

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization:

Fernando Mejia

Bus route:

70

Comment:

By raising fares they'll lose riders. Some of us are barely making it.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Ruth Cervantes

Linea de Autobús:

70, 251, 270

Comentario:

No es justo tener que pagar por tan malo
servicio, los buses siempre estan sucios.

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Estella Marinero

Línea de Autobús:

70, 251, 92

Comentario:

El bus debe ser gratis porque lo pagamos
en los impuestos.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Rosario Brisuela

Línea de Autobús:

106, 605, 251, 2

Comentario:

No esta bien, para nosotros que no tenemos para pagar.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Maria Vega

Línea de Autobús:

605

Comentario:

Muy mal servicio, falta de respeto de parte de los choferes - no deberíamos pagar por eso. No bajan las rampas para las personas discapacitadas

Colectivo Poder Comunitario someterá su comentario en la próxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Maria Morales

Linea de Autobús:

251

Comentario:

Deberían de tomar en cuenta que no han aumentado los salarios. Lo veo injusto que suban los buses y el servicio sigue igual de malo. Tomen los factores de la gente humilde en cuenta antes de tomar decisiones

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Graciela Raza

Línea de Autobús:

70, metro

Comentario:

No lo suban. Ya no podemos mas. No suben el sueldo pero nos suben el metro - no es justo!!

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Joaquin Romo

Linea de Autobús:

605, 70, 78, 76, 251

Comentario:

No estoy de acuerdo, todos los precios estan
subiendo.

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

César

Línea de Autobús:

66 y 18

Comentario:

la pandemia no ha terminado y
todavía tenemos estragos financieros por
eso no es bueno un incremento
pues todavía muchos no tienen trabajo
y la economía no a mejorado no al

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

Incrementa -

COLECTIVO
PODER
COMUNITARIO

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization:

Jennifer Lopez

Bus route:

200, 106, 70

Comment:

No aumente el costo de la tarifa - el
pandemia daño muchos familias.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.

COMMUNITY
POWER
COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: CPC

Línea de Autobús: 66-18 605

Comentario:

Al no pasar el bus tengo q' e
caminar a buscar otra ruta

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Gloria Silva

Línea de Autobús:

200 106 70

Comentario:

No es buena idea todos
estamos afectados por la inflación
y los sueldos se suben solamente
los precios

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: *Colectivo Poder Comunitario.*

Línea de Autobús: *60, 251, 108*

Comentario: *Queremos Que No Aumente La
Tarifa Del Pasaje ya que vivimos
En comunidades Afectadas por la
Inflación y Pandemia y no hay Recursos.*

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Maribel Quiroz

Línea de Autobús:

70, 106, 30, 204

Comentario:

Yo pienso que el incremento y cambio de tarifas va hacer exagerado y la comunidad ya no va a querer usar el transporte publico y tambien el servicio no va hacer tan bueno porque tarda mucho tiempo para pasar.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization:

JOSE Medina

Bus route:

70 BUS

Comment:

NOT fair MAKE thing
RIGHT.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization:

Eva E Oseguera

Bus route:

70

Comment:

No need to increase price
when we're already struggling.
VOTE NO!!

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Sandra Rodriguez

Línea de Autobús:

70

Comentario:

Q no Suban las tarifas de
Los Autobuses Vote NO

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización: Graciela Rodriguez

Línea de Autobús:

diferentes 70

Comentario:

Estoy en contra de la tarifa
de Autobuses de los de 3^{ra} edad.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Maria Jorge

Línea de Autobús:

251 254 70 60 66

Comentario:

No la suban tanto, tengo 4 meses sin
trabajar estoy en disability y se me hace
difícil.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Teresa (Teresa Edg)

Línea de Autobús:

33, 37, 70

Comentario:

No estoy de acuerdo
Están locos

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa

Nombre o

organización:

Mario E Marcial

Línea de Autobús:

70 - 28 - Red - Gold - 720 - 204

Comentario:

Me gusta el medio de transporte
y no esta correcto aumenta por
la inseguridad que hay para eso

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

lo que deben hacer es limpiar y no ^{servicio} que →

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

JOSÉ JUAN GUERRERO

72 años

Línea de Autobús:

70, 950

Comentario:

No suban la tarifa - no lo necesitamos

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization:

Esther Becerra

Bus route:

37, 51, 605, 70, 33, 38, 720

Comment:

low-income.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or

organization:

shelley chern

Bus route:

70

Comment:

The income is low

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización:

Carlos

Línea de Autobús:

70

Comentario:

Es bien apoyando para
me soror!

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización:

Daniela Salazar

Línea de Autobús:

70, 40, 105, 205, 705

Comentario:

Las personas mayores son las que más necesitan ayuda.

Colectivo Poder Comunitario someterá su comentario en la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Cristian Ramirez

Línea de Autobús:

70, 40, 105, 205, 705

Comentario:

Las personas mayores son las que mas
batallan por poder pagar, es injusto que
tengan que pagar mas para poder llegar a donde
deben

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or

organization: Evelyn Toledo

Bus route:

Metro

Comment:

Against the new fare hike & cap in LA.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.

COMMUNITY
POWER
COLLECTIVE

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization: Rosa DeJesus

Bus route:

48/70/40/45/10/55/52/61

Comment:

I'm against the increase of bus fares within the
metro system.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización:

Ernesto Hernandez

Línea de Autobús:

33, 70, 204, 217, 206, 204.

Comentario:

me opongo alas Altas tarifas

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización:

Rosa M^e Mendez

Línea de Autobús:

- 70-750 -

Comentario:

por elza a las tarifas para
3^{er} edad

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Crispina Perez

Línea de Autobús:

70 . 40 106 33 51

Comentario:

NO estoy de acuerdo
con la aumento

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

JOSÉ ALONSO

Línea de Autobús:

70, 910, 950, 460, 7,

Comentario:

NO ESTOY DE ACUERDO EN EL AUMENTO DE
TARIFAS A PERSONAS MAYORES.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización: *Guadalupe*

Línea de Autobús:

70

Comentario:

*No es algo justo para las
personas mayores*

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization: Guadalupe Pimentel

Bus route: 70, 30, 720

Comment: Vote-No

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Línea de Autobús:

Comentario: Si pueden poner bus más
seguido en la mañana y en la
tarde como cuando van para la escuela
7: a 8:00 AM y de 2:00 PM a 5: PM.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

Gracias

COLECTIVO
PODERO
COMUNITARIO

what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or
organization:

Nathan Fratzke

Bus route:

Comment:

We are still in a mass disabling event. Covid-19 is still here! and fares were brought back! Now you want to raise the price?! Its evil! Dont do it! Shame on you!

Community Power Collective will
submit your public comment at Metro's upcoming meeting.

COMMUNITY
POWER
COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Edgar Diaz

Línea de Autobús:

70-16-220

Comentario:

No Estoy de Acuerdo por que
Afecta Mi ^{Tap} economía y NO se usar

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Maria Aguilar

Línea de Autobús: 60, 260, 251, 125, 70

Comentario: Dependo de transporte. Yo solo uso cash.

No uso jap. El cambio me afectaria. Vivo en
Compton. voy al doctor frecuentemente.

No uso el tren. Solo bus.

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Leonór Castro

Línea de Autobús: 70

Comentario: Es mucho para la gente que le cuesta
trabajar. vamos a muchas citas de doctor.
Yo solo uso efectivo.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Maria Ramirez

Linea de Autobús: 70, 251

Comentario: No esta bien. Estamos retradas, y no tenemos mucho dinero. Estamos en crisis todavia. Yo solo uso efectivo/monedas.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Ester Avellaneda

Línea de Autobús: 70

Comentario: Un incremento más sería perjudicial
para nuestros ingresos.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Veronica Alvarado

Línea de Autobús: 70, 251, 2, 942, 94

Comentario: la economía esta muy baja. Todo esta muy caro y no se puede pagar un incremento. Tienen que escuchar a los pasajeros.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Dígale a la mesa directiva de metro lo que piensa:

Nombre o
organización: JORGE BENZILLA

Línea de Autobús: 70-25

Comentario:

NO CORDO
estoy de Acuerdo

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Cecilia Gonzalez

Línea de Autobús: Metro 70 - 251

Comentario:

Raising the bus fare for our elders and disabled would be a disservice to our community, who are already being negatively affected by rising prices + inflation. We need fares to remain affordable to allow for people to get where they need to go.

Colectivo Poder Comunitario le pedirá su comentario en la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Ever Medina

Línea de Autobús:

70 - 251

Comentario:

No estoy de acuerdo
por que es las personas
mas sublime

Colectivo Poder Comunitario sometera su comentario en
la proxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Elizabe sanchez

Línea de Autobús: 251 / 70

Comentario: Increased fares for seniors
and the disabled is a financial
hardship. Not equitable for this
community

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Jehely Aguilar

Línea de Autobús:

1972

Comentario:

no estoy de acuerdo

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Wanda Lopez

Línea de Autobús:

70

Comentario:

No estoy de acuerdo en que suban
las tarifas para las personas
mayores y discapacitados.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Jose Barker

Línea de Autobús:

70

Comentario:

I am against raising
the price for the elderly
and disable.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Estela Perez

Línea de Autobús: 70, 106

Comentario:

No estoy de acuerdo con
suban la tarifa, y con esta
pandemia que estamos atravesando, todo subió
de precio y la renta.

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o

organización:

Maria

Línea de Autobús:

18 16

Comentario:

no estacé acciendo porque
Afecta la Economía que dejó
la Pandemia

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

**COLECTIVO
PODERO
COMUNITARIO**

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Jeraldine Barreto

Línea de Autobús: 76, 102, 51

Comentario:

No estoy de acuerdo que aumenten

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización: Christopher De Leon

Línea de Autobús: 7C

Comentario: Older people shouldn't have to pay, they shouldn't even have to take the bus.

Colectivo Poder Comunitario someterá su comentario en la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

**what do you think about
the new fare hike & cap
in Los Angeles?**

Tell the Metro Board of Directors what you think:

Name or organization: *Kimberly Marquez*

Bus route: *70, 106,*

Comment: *Not to raise metro bus fares.*

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



what do you think about the new fare hike & cap in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Ruby Zaragoza

Bus route: 70, 251, 70

Comment:

stop increasing LUS Fares.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.



Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o
organización:

Josefina Cano

Línea de Autobús:

70, 55

Comentario:

no. estamos de acuerdo

Colectivo Poder Comunitario someterá su comentario en
la próxima junta de la mesa directiva

COLECTIVO
PODERO
COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metrolo que piensa:

Nombre o

organización: *Michael Vazquez*

Línea de Autobús:

70

Comentario:

que no Aumenten

Colectivo Poder Comunitario someterá su comentario en la próxima junta de la mesa directiva

COLECTIVO
PODER
COMUNITARIO

December 2022 RBM Public Comments – Item 50

From: [REDACTED]

Sent: Thursday, November 24, 2022 11:55 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #50: Item Needs More Consideration, December 1 2022 LA Metro BOD Meeting -Faraz Aqil

Before I begin, I want to ask LA Metro to please postpone this item until after the newly elected Board members take their seats around December 5th-December 12th. It's not fair for such an important policy change to occur, only for the new board members to be left holding the bag. To any Board Members reading this (by chance), since this vote requires a 2/3rds in a 14-member board, only about 5 members are needed to postpone this proposal. And I should mention that since we only had 1 Public Hearing Meeting on 11/14/22, LA Metro needs to have another Public Hearing meeting. Many people online were saying they weren't able to leave a public comment over the phone (especially since that meeting was plagued with massive technical problems). And now with the updated proposal, we definitely need another Public Hearing meeting for the public to give their feedback about the new changes.

Hello there, my name is Faraz Aqil, I'm a resident of Downey and I take the Metro Green Line (C) train everyday to work.

I first want to thank LA Metro for considering the feedback of what the vast majority of the public has been advocating for. I'm happy that LA Metro will be keeping the 2-hr free transfers in place. And I'm glad the base fare for regular riders will not be increasing (staying at \$1.75).

However more can be done to make this proposal much better:

-Daily Cap should be \$3.50 (not \$5). The \$5 is an arbitrary number since 3 fare uses equals to \$5.25 (and not \$5). I strongly believe the Daily Cap should apply after 2 fare uses (\$3.50) and not after 3 fare uses (\$5.25) since most riders don't ride LA Metro for more than 2 trips a day.

-Weekly Cap should be \$8.75 (not \$18). The \$18 is also an arbitrary number since 10 fare uses equals to \$17.50 (not \$18). Since the majority of riders don't use LA Metro for more than 10 trips a week, it doesn't make sense to have it at more than \$17.50. What's more, in order to avoid the unintended consequences of fare evasion, LA Metro needs to have the Weekly Cap set to where regular riders (like me) will actually reach the fare cap. That way, riders know they'll be saving money by actually reaching the cap. That's why I believe 5 trips in a week (\$8.75) is a much better cap since it will incentivize the public to use LA Metro more (because it'll be practical to reach it).

-I'm not happy to see Seniors will be paying more than before. Although it's now back at its peak base fare of 0.75¢, **Seniors' base fares should be set to 0.35¢ or lower** (preferably 0.25¢). This will prevent the disproportionate burden to Low-Income Seniors (as mentioned in Attachment C Title VI, page 11).

-And, I am against the Automatic Fare Inflator. LA Metro must continue to make the transition towards a free and fareless system (for LA Metro to truly reach their goals of saving costs to low-income riders, reducing traffic congestions on roads/freeways, and providing environmental sustainably [like clean air] to all our communities). Having an Automatic Fare Inflator runs counter to all this, and therefore must be removed.

All in all, this is a better fare capping proposal than the previous proposal, but changes still need be made to make it much better.

I thank you for taking the time in reading my comment. And remember, a Fareless System is the most streamlined system.

From: [REDACTED]

Sent: Wednesday, November 30, 2022 9:23 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; eric.bruins@lacity.org; Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org

Subject: SUPPORT Item 50 - Fare Capping & Fare Change

Dear Metro Board of Directors:

I am writing on behalf of transit riders who live in affordable housing built by Women Organizing Resources, Knowledge and Services (WORKS); a vast number of whom are elderly, disabled, formerly unhoused, and very low income individuals and families.

This letter is to discuss Metro's fare restructuring proposal. We see that there are improvements made to the original restructuring plan (after hearing from riders and concerned community members on November 14) and we support that. At the same time, here we ask that you re-assess item 50 as stated in tomorrow's agenda and instead work with the community of riders and advocates toward a fareless transit plan of action.

The Board representatives and staff heard clearly, on that night and all along, that we need a fareless transit, not a restructuring of a fare system that is leaving the poorest riders behind and stranded with little to no transportation options. The majority of our residents in the housing have not recovered from the impact of the pandemic. Business is not as usual for them, it has never been. These are residents that have 2 or 3 jobs to be able to live. They are struggling to recover their jobs and incomes and stay afloat. We could say the same for residents in the city and county. Residents like these are the ones that pay in cash, and by trip, while they juggle other expenses. We do not need a system that treats them differently because they are not on TAP. We do not need a system that is separate and unequal.

Metro can be a relief and not a burden on transit dependent communities. Metro is a public agency with a budget big enough to be solvent and place bus riders first.

We appreciate the efforts made so far in listening to the riders and we know that much more can be done.

We look forward to working with the Board and staff toward universal fareless transit.

Thank you,

[REDACTED]

Advocate and Organizer

WORKS

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:24 PM

To: HollyJMitchell@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.garcetti@lacity.org; mike.bonin@lacity.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us
Cc: Board Clerk <BoardClerk@metro.net>; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@labcos.org; eric.bruins@lacity.org; lantzsh10@gmail.com; marylou7958@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org; wrehman@bos.lacounty.gov

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:25 PM

To: Mayor Garcetti <mayor.garcetti@lacity.org>; Supervisor Kuehl <sheila@bos.lacounty.gov>; MayorButts@cityofinglewood.org; Barger, Kathryn <kathryn@bos.lacounty.gov>; Councilmember Mike Bonin <mike.bonin@lacity.org>; Director Jacquelyn Dupont-Walker <jdupontw@aol.com>; Mayor Tim Sandoval <tim_sandoval@ci.pomona.ca.us>; Director Fernando Dutra <dutra4whittier@gmail.com>; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; Director Ara Najarian <anajarian@glendaleca.gov>; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; Board Clerk <BoardClerk@metro.net>; Wiggins, Stephanie <WIGGINSS@metro.net>

Cc: doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; Young-Gi Kim Harabedian <ygharabedian@sgvcog.org>; Mperez@gatewaycog.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; Sahag Yedalian <sahag.yedalian@lacity.org>; Micheline, Maureen <MichelineM@metro.net>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Shannon DeLong <sdelong@cityofwhittier.org>; Viviana Gomez <vgomez@bos.lacounty.gov>; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Brisco, Layla <LBrisco@bos.lacounty.gov>

Subject: ACT-LA letter response to Item #50 - Fare Capping & Fare Change

Dear Metro Board of Directors and CEO Wiggins,

The Alliance for Community Transit - Los Angeles (ACT-LA) appreciates that Metro responded to the public's firm opposition to the agency's original fare restructuring proposal by removing the fare hike, keeping free transfers, and modifying other aspects of the proposal that would have harmed riders. This is a win for the community. As part of that organized effort, we collected over 600 petition signatures and over 50 comment cards (included in the attached letter) expressing opposition to Metro's original fare change proposal, along with support for universal fareless transit, investment in care-based safety strategies, and divestment from law enforcement. While we appreciate that the agency revised their proposal, our coalition has remaining concerns about the revised proposal that would simply not exist with a plan for universal fareless transit.

Please read our attached letter calling on the Board to oppose Metro staff's Recommendation B, part G, which would restructure or raise fares regularly going forward. We urge the Metro Board to instead put the agency on a path toward universal fareless transit. This should include, as first steps, reinstating a fareless transit task force, this time with community representation, to understand the transportation cost burden of its riders and the full cost of its fare system. This task force should produce an action plan as a staff/community collaboration that outlines how universal fareless transit can happen in LA. We look forward to working with you further as we continue to envision a transit system for all.

Thank you,

Alfonso

--

[REDACTED] PE (he/him/his)

Senior Advocacy Manager | Alliance for Community Transit - Los Angeles

cell: (949) 400-0818

website: www.act-la.org

Please note: We've moved our email addresses and website to act-la.org!

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:29 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; Sandoval, Tim <tim_sandoval@ci.pomona.ca.us>; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:33 PM

To: HollyJMitchell@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.garcetti@lacity.org; mike.bonin@lacity.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us
Cc: Board Clerk <BoardClerk@metro.net>; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; eric.bruins@lacity.org; lantzsh10@gmail.com; marylou7958@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org; wrehman@bos.lacounty.gov

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

[REDACTED], 90019

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:37 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:39 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:44 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; saha.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

Thank you,
[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 4:50 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

From: [REDACTED]

Sent: Wednesday, November 30, 2022 5:14 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; saha.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community.

However, this revised fare proposal still does not serve all riders.

It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership—behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

Thank you,
[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 5:20 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

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Let's start focusing on fareless transit.

[REDACTED]

Los Angeles, CA 90027

From: [REDACTED]
Sent: Wednesday, November 30, 2022 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 12/1 Metro Board of Directors Meeting Comment on Item 50 Fares & Fare Capping

Dear Board Clerk,

I appreciate that Metro listened to the riders and constituents who wrote and called against raising the fares. However, I am opposed to the elimination of off-peak pricing (\$0.35) for seniors and people with disabilities and that cash-paying riders continue to be excluded. While we celebrate that our organizing efforts prevented the board from implementing a base fare increase or from eliminating the free 2-hour transfer, the current proposal continues to burden an already economically burdened group with higher public transportation costs.

During the public hearing on 11/14 many technical issues prevented community members from speaking, but the callers who were able to give comment, expressed an almost unanimous opposition to the proposed changes and urged Metro to implement fareless public transit. The Metro Board should listen to their constituents and commit to working to achieve universal fareless transit for all.

Mi nombre es Angel y soy usuario de Metro viajo en las lineas metro para ir a mi trabajo. Piense que no debes pagar para el transporte porque ya lo pagamos en los impuestos....

Sincerely,

[REDACTED]

Los Angeles, CA 90015

From: [REDACTED]
Sent: Wednesday, November 30, 2022 5:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 50 - Fare Capping & Fare Change

Hello,

As a resident of Los Angeles, I'm voicing my support for item 50. Metro is out of touch with the people it serves. Rider satisfaction of busses is down, women ridership has decreased. Though there's been the reversal in intent to hike rates and cancel free transfers, this alone is not enough. A fare free metro needs to be the future.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 5:57 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit. For the good of our residents.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 6:28 PM

To: HollyJMitchell@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>;
anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; fdutra@cityofwhittier.org;
firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com;
kathryn@bos.lacounty.gov; mayor.garcetti@lacity.org; mike.bonin@lacity.org;
sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us
Cc: Board Clerk <BoardClerk@metro.net>; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov;
Micheline, Maureen <MichelineM@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>;
doug.mensman@lacity.org; dperry@lacos.org; eric.bruins@lacity.org; lantzsh10@gmail.com;
marylou7958@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov;
mreyes@bos.lacounty.gov; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org;
wrehman@bos.lacounty.gov

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins: I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership—behind. Fare caps will help TAP users save money but leave cash riders out of the equation. During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA. Let's start focusing on fareless transit.

From: [REDACTED]

Sent: Wednesday, November 30, 2022 6:40 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

[REDACTED]

p.s. it would cost a whole lot less to enforce fare evasion when there is no fare evasion to enforce!!! not if it is free!!! It helps encourage better access to sustainable transportation as well. Aren't we all trying to fight for a better world? :)

From: [REDACTED]

Sent: Wednesday, November 30, 2022 6:47 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. However, this revised fare proposal still does not serve all riders. It especially leaves seniors, people with disabilities, and cash-paying riders—who make up at least a quarter of Metro ridership—behind. Fare caps will help TAP users save money but leaves cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's focus on fareless transit!

From: [REDACTED]

Sent: Wednesday, November 30, 2022 6:51 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. However, this revised fare proposal still does not serve all riders. It especially leaves seniors, people with disabilities, and cash-paying riders—who make up at least a quarter of Metro ridership—behind. Fare caps will help TAP users save money but leaves cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

If anything, Metro could lead the way with a fare decrease over the next several years-- if y'all are so concerned about losing money immediately. Like in 50 cent increments until we're at zero.

Let's focus on fareless transit!

Get [Outlook for Android](#)

From: [REDACTED]

Sent: Wednesday, November 30, 2022 7:27 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahay.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: CONCERNING Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

Thanks for making changes to your previous harmful fare proposal. However, this revised fare proposal still does not serve all riders. It leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force. This task force must have community representation so we can all understand the transportation cost burden to metro riders and the real total cost of your fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

[REDACTED]

Santa Monica, CA

From: [REDACTED]
Sent: Wednesday, November 30, 2022 7:38 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com;
tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov;
HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. However, this revised fare proposal still does not serve all riders. It especially leaves seniors, people with disabilities, and cash-paying riders—who make up at least a quarter of Metro ridership—behind. Fare caps will help TAP users save money but leaves cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's focus on fareless transit!

Best,

[REDACTED]

Bus 182/metro line red

From: [REDACTED]
Sent: Wednesday, November 30, 2022 8:05 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com;
tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov;
HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

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Let's focus on fareless transit!

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 30, 2022 10:15 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's focus on fareless transit!

From: [REDACTED]

Sent: Wednesday, November 30, 2022 10:37 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com;
tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov;
HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

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Let's focus on fareless transit!

--

[REDACTED]

She/Her

P: 310.709.5518

L: [linkedin.com/in/lyndseyqnolan](https://www.linkedin.com/in/lyndseyqnolan)

From: [REDACTED]

Sent: Thursday, December 1, 2022 3:12 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org

Subject: FREE TRANSIT NOW -- Item 50

Dear Metro Board and CEO Stephanie Wiggins,

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community.

However, this revised fare proposal still does not serve all riders. It **especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.**

During the public hearing, all of you heard **overwhelming public support for fareless transit.**

In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards **universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.**

Let's start focusing on fareless transit.

From:

Sent: Thursday, December 1, 2022 7:09 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: free transit proposal

I was just reading my my L.A. Times essential California newsletter that there is a proposal coming to the board to eliminate fees. I am very much in support of continuing to pay for my jaunts into downtown L.A. for shopping but strongly support free transit for those having difficulty affording the fee. Thank you, in advance, for hearing my input. Dianne Anderson, 132 Thistle Creek, Beaumont, CA 92223

From: [REDACTED]

Sent: Thursday, December 1, 2022 7:55 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; saha.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 7:59 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:03 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:11 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:19 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:21 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
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HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>

Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's focus on fareless transit!

Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:27 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Let's start focusing on fareless transit.

Sent from my iPhone

From: [REDACTED]

Sent: Thursday, December 1, 2022 8:28 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's start focusing on fareless transit.

Sent from my iPhone

From: [REDACTED]
Sent: Thursday, December 1, 2022 8:30 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 50 - Fare Capping & Fare Change

Dear Metro Directors:

My name is Cayla and I am an LA resident and a public transit rider. I depend on bus or Metro line 4, 55, and 60 to get groceries and get around.

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors, people with disabilities, and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leaves cash riders out of the equation.

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Let's start focusing on fareless transit.

Sincerely,

[REDACTED]



www.SeasidePropertiesInc.com

1530 Purdue Ave #1
W. Los Angeles, CA. 90025
Phone: 310-853-1703
Fax: 310-853-1713
Info@SeasidePropertiesInc.com

Nov. 23, 2022

METRO Board of Directors
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Via email to BoardClerk@metro.net

Re: For public comment during Dec. 1, 2022 board meeting

Dear Members of the Board:

I write to direct your attention to a bicycle rack that Metro located in front of 1531 Purdue Ave. in Los Angeles, 90025, several weeks ago. Our office, which is inside an apartment complex at 1530 Purdue Ave., is across the street.

As far as anyone around here knows — including the occupants of 1531 Purdue Ave. — no notifications about or opportunity to comment on this bike rack were provided by Metro other than an 8"x11" piece of paper tacked to a nearby utility pole. Metro's personnel just came by one day and installed the rack.

That rack has taken three much-needed parking spaces on a residential street on which is difficult to park. Yes, there is a city-owned lot across the street, but that often is crowded.

The siting of this rack is even more curious because it could have been located about 500 feet away on the 1600 block of Purdue Ave., south of Santa Monica Boulevard. At that point, Purdue dead ends into what used to be the West L.A. courthouse complex and is much less in demand by residents seeking parking.

Our office emailed Metro soon after the rack was installed. The only response my office has received since then was on Sept. 13, 2022, from Eric L. Houston, a senior manager for transportation planning. Among other points, he asserted there was a robust effort to vet this location, including considering public comment. However, since there was very little notification to nearby residents and business owners, I doubt there was much public comment received from those same people. Had Seaside been notified, I would have written a letter to Metro protesting the project.

Houston also made the point that the Los Angeles City Dept. of Transportation signed off on this rack. My office has received no correspondence from that department. However, Noah Fleishman, district director & LAX Community Liaison for L.A. City Councilmember Mike Bonin, a member of the Metro board,

emailed us on Oct. 7, 2022. He said, "I would *assume* the Metro bike share station could not be located on the short side of Purdue Ave just south of Santa Monica Blvd, because the local West LA Farmers Market has used that area *for years*, and that segment of Purdue Ave. will eventually not exist in the coming years when the West LA Commons project is completed." [Italics added.]

Fleishman's email left me with a sour taste, and not just because of the uncertainty it expressed about why the bike rack was located either on the 1500 or 1600 block of Purdue Ave. Neither Metro nor the city apparently considered adding the bike rack to the West LA Commons project, which is still in pre-construction phase. Nor was consideration given to the businesses and residents that have been on the 1500 block of Purdue Ave. for years as well, in contrast to the level of consideration granted the farmer's market. Besides that, it would seem to us that a bike rack would be much more popular if located where there is a lot more foot traffic along Santa Monica Blvd., particularly on weekends during the farmer's market, than 500 feet away on what principally is a residential street.

I also will point out that the City of Los Angeles spent some amount of public money in around Nov. 8 and 9 to add bollards, caution signs and parking stops to protect a Metro bike rack that, had it been located more carefully, would not have needed any such protections.

Finally, I have no complaint about such stations as a general matter. What I take issue with is the failure by the city and/or Metro to notify the people who are most affected by this particular station.

I urge the board to reconsider the location of this station and to direct staff to engage in a meaningful effort to gauge the concerns of the residents and businesses who have been most impacted by its siting.

Sincerely,



Michael Rees
Seaside Properties, Inc.

CC:

oppsyd@gmail.com

tovaterry@aol.com

Ron@westlasawtelle.org

jamie@westlasawtelle.org

Arman@westlasawtelle.org

rachel.uranga@latimes.com