

Main Office Phone:
310 - 798-2400

Direct Dial:
310-798-2400 Ext. 1

CBM
Carstens, Black & Minter LLP
2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254
www.cbcearthlaw.com

Douglas P. Carstens
Email Address:
dpc@cbcearthlaw.com

May 16, 2023

Honorable Chair and Members,
Board of Directors of the Metropolitan Transportation Authority
C/O Finance, Budget, and Audit Committee
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012-2952
By Email: budgetcomments@metro.net and BoardClerk@metro.net

Re: Agenda Number 12, File # 2023-0223: ITEM NEEDS MORE CONSIDERATION." May 17, 2023 Budget Public Hearing; Comment Regarding Metro FY 24 Proposed Budget; Request for Continued Dodger Stadium Express Funding; Request to Terminate Consideration of the Aerial Rapid Transit Gondola Project Forthwith

Honorable Chair and Members,

On behalf of The California Endowment (The Endowment) we would like to express concerns about Metro's 2024 Budget. Our concerns relate to a private proposal for a private gondola proposed by Aerial Rapid Transit from Union Station to Dodger Stadium that Metro has purported to adopt as one of its own projects¹, and to the continuation of the highly popular Dodgers Stadium Express (DSE) bus service between Union Station and Dodger Stadium. Neither the gondola nor the DSE are specifically mentioned in the Metro 2024 Budget documents. However, both should be considered as part of your deliberations and budgetary planning, though for very different reasons. The Dodger Stadium Express should be promoted and protected through budget allocations. Metro's involvement in the gondola project should be terminated immediately to prevent further drain upon Metro's limited budgetary and staff resources.

¹ See <https://www.metro.net/projects/aerial-rapid-transit/>.

A. The Dodger Stadium Express Bus Service Should be Enhanced and Electrified, not Defunded and Discarded.

The Dodger Stadium Express (DSE) is a service that Metro has maintained to transport people from Union Station to Dodger Stadium on game days. This program has been highly successful, very popular, and extensively used.

(<http://www.cleantransportationfunding.org/index.php/news/2018/msrc-funded-dodger-stadium-express-takes-fans-world-series-again>;

<https://www.metro.net/about/i-a-metro-to-provide-free-dodger-stadium-express-service-to-2023-dodger-home-games/>). However, we understand that funding for the DSE is in jeopardy since funding would no longer be available from the Mobile Source Review Committee (MSRC) after the end of 2023 and that there has been discussion of relying on the gondola for transportation between Union Station and Dodger Stadium instead.

(<https://www.dailynews.com/2023/03/29/baseball-season-brings-dodger-stadium-express-vs-aerial-gondola-to-fever-pitch/>).) “Partial funding for The Dodger Stadium Express is provided under a grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC).... Metro is providing the remaining funding from its operations budget.” (

<https://www.metro.net/about/i-a-metro-to-provide-free-dodger-stadium-express-service-to-2023-dodger-home-games/>). With this being the case, and in light of the potential loss of MSRC funding, will Metro’s operations budget be able to fully fund the DSE in 2024 and beyond?

In the draft Environmental Impact Report (EIR) released in October 2022 for the gondola project, an enhanced Dodger Stadium Express service was presented as an alternative to the expensive gondola proposal discussed below. (See Letter of The California Endowment to Metro Deputy Executive Officer Cory Zelmer dated January 17, 2023, p. 74 and Letter of The Endowment to same dated February 7, 2023.) This DSE alternative is already in place and could be made cleaner by upgrading the bus fleet that is used for it to electric buses. We encouraged Metro to acquire and use electric buses in our letter to your staff dated February 7, 2023 that was submitted in the context of environmental review for the gondola project, and continue to encourage you to do so. A copy of that letter is available online. (<https://laartsb44.net/api/files/98aec435-b84f-4d5d-a910-500f2a685ed3>.)

Therefore, Metro’s budget should ensure funding for this highly popular Dodger Stadium Express program continues, and in fact funding for

this DSE program should be enhanced for acquisition of electric buses and guaranteed moving forward.

B. A Fiscal Plan for the Gondola Project Must Be Produced or Metro's Continued Involvement in the Gondola Project Terminated.

1. The Gondola Project Is Fiscally Irresponsible and Severely Underfunded, and Likely to Impose Substantial Unstated Costs on Metro's Future Budgets.

The LA ARTT gondola project is an astoundingly expensive private transportation project that Metro staff has adopted as if it were a Metro program by accepting it as an unsolicited proposal, awarding it sole source status,² and entering a Memorandum of Agreement (as amended, hereinafter "the Agreement") with Aerial Rapid Transit Technologies (ARTT)³. The latest estimates for the cost of this project are a minimum of \$300 million. (Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023; see enclosure 1.) In contrast, in its application to Metro staff for sole source status, McCourt's team and LA ART *estimated the project cost to be \$125 million*. The fact that the costs has more than doubled, yet no financial plan is available for review should be an alarm bell to put the brakes on the gondola project before it spills over and consumes undisclosed and significant portions of Metro's limited budget. Although LA ARTT has reportedly committed to limited front-end costs for environmental review (less than 3% of the entire project budget), there is no commitment to the much larger back-end costs such as construction, operations and maintenance for as long as the gondola operates, or dismantling it should it become necessary to do so. (Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023; see enclosure 1.) Such costs could become imposed upon Metro and its taxpayer funds unless such a likely eventuality is planned against and avoided today.

² "Metro is the lead agency for the proposed project in accordance with the California Environmental Quality Act (CEQA)." (<https://www.metro.net/projects/aerial-rapid-transit/>.)

³ The Agreement was approved by Metro staff as of April 26, 2019 and amended as recently as June 2022.

ARTT is a Delaware Corporation formed by McCourt in March 2018, approximately *one month* before it submitted its application to Metro for the gondola project on April 25, 2018. ARTT is funded by Frank McCourt, who formerly owned the Dodgers baseball team before driving them into bankruptcy and being forced to sell them, and he remains a part owner of interests in parking lots at Dodger Stadium. (Shaikin, “A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?” LA Times, April 30, 2023; see enclosure 1.) Without a Board vote, Metro entered into a Memorandum of Agreement with LA ARTT, and granted them sole source status. However, now that LA ARTT has purported to hand off the gondola project, the Agreement has been unilaterally modified and may be viewed as moot. Furthermore, project cost information, which The Endowment has pushed LA ARTT to disclose all along, has now been stated as \$300 million but no further explanation of that exorbitant figure has been provided to Metro.

The gondola proponent purports to be able to obtain sponsorships as part of its revenue generation efforts. However, so far as actual comparable projects are concerned, the most that has been raised for sponsorships has been “In 2012, the airline Emirates agreed to pay about \$60 million for a 10-year sponsorship of a London gondola- then called the Emirates Air Line- that carried riders above the River Thames and cost \$96 million.” (Shaikin, “A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it? LA Times, April 30, 2023; see enclosure 1.) The proposed LA ART gondola would now (by the proponent’s admission) cost at least \$300 million, likely more, so even a \$60 million sponsorship would barely cover 1/5 of the estimated budget.

2. Despite Repeated Metro Board Requests, No Financial Plan for the Gondola Project Has Been Produced by its Proponent.

For years, LA ARTT has promised to provide a financial plan for its proposed gondola project but failed to deliver on that promise. At the Metro Executive Committee hearing in September 2022, Metro staff informed you in a written staff report that a Financial Plan would be forthcoming no later than September 30, 2022. (<https://datamade-metro-pdf-merger.s3.amazonaws.com/2022-0316.pdf>, p. 6 [“The financing plan (due September 30) will provide construction and operations financing plans”].) September 30, 2022 has long ago come and gone, without a financial plan.

The lack of a financing plan for the Project is highly suspect, especially with the transfer of the Project to a non-profit entity and the current statement by ARTT that rides will be free for Dodger ticketholders. It is very likely Climate Resolve or its subsidiary ZET will find it necessary to apply for public funding, which would then be taken away from more worthy public transit projects in order to fund the Project. Public funding from Metro's limited budget is the most likely source that the project proponent will seek to draw upon in the future.

ARTT has not committed to financing the Project. Rather, it only commits to *attempting to find third party funding* sources for the Project. However, ARTT apparently transferred⁴ the Project to Climate Resolve and ZET, neither of whom have sufficient funds to underwrite the Project.

In a stunning acknowledgement, the Staff Report for the Executive Committee in September 2022 stated that ARTT will only “fund” the Project through entitlements, which is contrary to previous assertions to the public that the Project would be entirely privately funded. The Report also confirms that a financing plan has not been prepared for the construction and operation of the Project. The Project is now reported to cost over \$300 million. (Shaikin, “A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?” LA Times, April 30, 2023; see enclosure 1.) Such a “financing plan” was supposedly due September 30, 2022. The Project was approved under a Metro program designed to review technology or services to be acquired and owned by Metro, and yet the Project is represented as a solely private enterprise⁵, and is barely funded.⁶ As such,

⁴ Metro's attorneys have stated in court documents that no transfer from LA ARTT to Climate Resolve or ZET has occurred, and instead is merely contemplated at some unspecified future point.

⁵ In briefs submitted to the Los Angeles Superior Court, Metro's attorneys have clarified that the gondola project is a private project, not a Public-Private Partnership (P3). This clarity that the gondola is not a public-private partnership was sorely lacking until after The Endowment's lawsuit forced the admission.

⁶ In another likely insurmountable fiscal challenge for the project and sign of cost overruns to come, the project proponent does not own the land that is necessary for the gondola project. Most land for stations and towers would be

we ask you to rescind the sole source determination and exclusivity agreement with ARTT.

Metro must rescind approval of the sole source determination and exclusive negotiation agreement with the gondola proponent because they do not meet Metro's internal criteria or state law requirements for competitive bidding. The deal that was negotiated with ARTT on April 2019 has been unilaterally renegotiated by ARTT, and Climate Resolve and ZET simply lack the wherewithal to hold up ARTT's end of the Agreement with Metro to fund design, construct and operate the Project. For the sake of Metro's 2024 budget and beyond, this Agreement should be terminated forthwith.

3. Metro's Review and Continued Involvement in the Gondola Project Should be Terminated Immediately to Conserve Public Resources.

In our letter to you dated September 14, 2022, we asked that Metro withdraw the grant to LA ARTT of sole source status and exclusive rights to construct and operate a gondola between Union Station and Dodger Stadium (the Project). The sole source determination for an entity that has never financed, built or operated a complex gondola system is without precedent in the history of Metro.⁷ The Agreement violates Metro's own extensive public procurement policies and procedures and California's public contract rules.

public land owned by Metro itself, by the City of Los Angeles, or by the State Department of Parks. Some privately-owned land near Dodger Stadium for a station there is not owned by LA ARTT either but is owned by a consortium that obtained it following Frank McCourt's driving the Dodgers into bankruptcy. (Shaikin, supra, Enclosure 1.) Local residents were evicted using eminent domain to acquire some of the land now underlying these parking lots. (New York Times Article "The Land Beneath This Stadium Once Was Theirs. They Want it Back." May 7, 2023, Jesus Jimenez; Enclosure 2.)

⁷ ZET has only existed since it was created in June 2022. The fact that the ZET entity was formed less than two months before a public announcement of the transfer should raise serious alarms for the Board in entering agreement for construction and operation of a \$300 million private transportation project to be used by the public. Under the express terms of the Agreement, section 13.A, prior permission from Metro should have been sought before the transfer to Climate Resolve or ZET occurred.

Now that ARTT announced it is transferring the Project to a newly created entity, Zero Emission Transit (ZET)⁸, Metro must reevaluate the ill-considered decision its staff made, *without Board prior approval or public involvement*, to enter into the Agreement that includes an exclusive negotiating term. The preparation of an environmental impact report (EIR) for the Project has commenced but should not proceed because the exclusivity of negotiations interferes with Metro's ability to meaningfully consider alternative technologies or projects. Now that the transfer of the Project to ZET has been announced, the basis for awarding it sole source status and entering the Agreement have been vitiated; the Agreement should be rescinded.

4. The City of Los Angeles, Not Metro, Should be Tasked with Environmental Review for the Project if It Proceeds.

Environmental review of the gondola consumes extensive staff time. When Metro's Executive Committee considered the gondola project in September 2022, Director Hahn asked how much staff time was being used for the gondola project. There was no answer from staff at that time, and it is unlikely that any answer has been supplied since then. Staff time spent on the gondola project is apparently budgeted within existing line items for staff time, so time spent on the gondola is taken away from other necessary Metro projects. Metro staff time spent on the gondola project is only likely to increase over time if the gondola project continues through public review processes.

Instead of devoting limited Metro resources to review and processing of the gondola project, the entire project and responsibility for its review should be shifted to the City of Los Angeles as the proper lead agency. We have explained this in our comment letter to Metro staff. (Letter of The Endowment to Zelmer, dated January 17, 2023, pp. 18-22.) The Los Angeles Parks Alliance similarly explained the necessity for the City of Los Angeles to serve as lead agency. (Letter of LAPA to Zelmer, dated January 16, 2023, p. 36.)

⁸ On August 9, 2022, Climate Resolve, a non-profit organization known for its work on climate issues, announced the Dodger Stadium Gondola project would be "donated" to Zero Emissions Transit, a subsidiary nonprofit organization formed by Climate Resolve.

**C. It Would be Fiscally Irresponsible to Apply SB-44
Streamlining to the Gondola Project Because it is a Private
Project.**

Metro regularly approves public transportation projects that might benefit from streamlining of review provided through Senate Bill SB-44 (now codified as Public Resources Code section 21168.6.9), thus potentially reducing the cost of the implementation of these projects. SB-44 is a provision adopted by the Legislature in 2021 to facilitate the review and construction of *public* transportation projects, not private projects like the gondola. However, only seven projects may take advantage of SB-44's streamlining provisions: "(h) This section shall only apply to the *first seven projects* obtaining a certified environmental impact report and meeting the requirements of this section." (Pub. Resources Code, § 21168.6.9, emphasis added.) The LAPA letter explains that the draft EIR misidentifies the project as eligible for SB 44 streamlining. (LAPA letter dated January 16, 2023, p. 38-39.) We similarly pointed out this misapplication of SB 44 because the gondola is a private, not public, project. (The Endowment Letter dated January 17, 2023, p. 15.)

Additionally, SB-44 is intended to facilitate construction of projects designed to serve the 2028 Olympics. The gondola project has nothing to do with the 2028 Olympics, since it is designed to provide transportation solely to Dodger Stadium, but there are no Olympic events slated to occur at Dodger Stadium.

It would be fiscally irresponsible to allow the gondola project- a private not public project- to take advantage of streamlining intended for public transportation projects that are designed to be in place for the 2028 Olympics.

Conclusion.

The FY2024 Budget discussion provides Metro with the opportunity to ensure the Dodger Stadium Express is fully funded now and in the future. The FY2024 Budget discussion also is a good chance to revisit the ill-advised agreement by Metro staff to exclusively negotiate with ARTT to design, build, and operate the Gondola Project. The Agreement should be rescinded.

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We ask that you consider taking these two actions- funding the Dodger Stadium Express and terminating the consideration of the gondola project- to place Metro's Budget and programs on a more fiscally sound, sustainable footing. We appreciate your consideration of these views.

Sincerely,

A handwritten signature in blue ink, appearing to read "Douglas P. Carstens", with a stylized flourish at the end.

Doug Carstens

Enclosures:

1. Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023.
2. New York Times Article "The Land Beneath This Stadium Once Was Theirs. They Want it Back." May 7, 2023, Jesus Jimenez.

Enclosure 1



SPORTS

Column: A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?



A rendering of a proposed Dodger Stadium gondola project that would aim to ferry up to 5,000 passengers an hour from Union Station in downtown L.A. to the stadium. (LA Aerial Rapid Transit)



BY BILL SHAIKIN
STAFF WRITER | [FOLLOW](#)

PUBLISHED APRIL 30, 2023 | **UPDATED** MAY 1, 2023 6 AM PT

[FOR SUBSCRIBERS](#)

It's almost time for Dodger baseball. You're rolling west along Sunset Boulevard,

visions of Mookie Betts and Clayton Kershaw and Julio Urías happily dancing through your mind.

You're one block from turning onto Vin Scully Avenue and into Dodger Stadium when you notice a black billboard, looming ominously above an auto repair shop called Fernando's Tires. The billboard features this name, in bright white letters: Frank McCourt.

That guy?

Yes, that guy, the one who traded two Boston parking lots and what one of his attorneys said was "[not a penny](#)" of his own cash for ownership of the Dodgers. Yes, the one who dragged the storied team [into bankruptcy](#) amid Major League Baseball allegations he had "[looted](#)" [\\$189 million](#) from team revenues for personal use. And, yes, the one who laughed all the way to the bank, selling the Dodgers for a [billion-dollar profit](#) in 2012.

He did not, however, sell the parking lots that surround the stadium. In 2018, he [pitched a gondola](#) that would transport fans from Union Station to Dodger Stadium.

Five years later, the proposal is still alive, [now shepherded by an environmental organization](#) delighted at the prospect of the gondola taking cars off the streets and keeping pollutants out of the air. That Sunset Boulevard billboard and others like it are brought to you by opponents of the gondola, taking aim at the project in part by relentlessly associating it with McCourt.



CALIFORNIA

Aerial gondola at Dodger Stadium sparks fears of accelerated gentrification

March 23, 2022

The Dodgers are guaranteed to play 81 games at Dodger Stadium every year, with playoff games traditionally added in October and concert dates sprinkled throughout the year. That leaves skeptics within the community to wonder why McCourt would promote a gondola ride to a stadium parking lot that would be empty three out of every four days during the year.

Unless, of course, the lot would not be empty.

McCourt's company, now known as McCourt Global, highlights this slogan: "[Building for tomorrow](#)." McCourt did not sell the Dodger Stadium parking lots because he

anticipated building something there, some day.

What might that be? And is the gondola intended to carry us to that day?

The pursuit of those answers took me to Dodger Stadium, to City Hall and to a meeting of MLB owners. First, however, I stopped at a weathered red brick building in the Arts District, an old furniture and fabric warehouse reimagined as a [laboratory for energy innovation](#).

Three colorful banners greeted visitors, one with the hue of a bright blue sky. “Welcome,” that banner read, “to the Cleantech Future of Power and Water.”

The interior comes alive with vibrancy and urgency, and with work on dozens of concepts. Any one of them, building managers say, could emerge as [“the next big idea to fight climate change.”](#)



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The Dodger Stadium gondola represents such an idea, according to its proponents. [Climate Resolve](#), a nonprofit based in that building, agreed to take the reins from McCourt in leading the project.

“From my perspective,” said Climate Resolve founder and executive director Jonathan Parfrey, “to have a gondola transporting people from Union Station to Dodger Stadium, and to have that exciting, beautiful conveyance identified as a climate action?”

“It changes the way people approach public transit. So it was very attractive to us.”

With baseball’s new hurry-up rules, you could miss half the game if you get stuck in Dodger Stadium’s oft-snarled traffic and get to your seat an hour after the first pitch.

[The gondola alternative](#): get to Union Station, hop aboard a spacious cabin that could arrive every 23 seconds, soar high above the city, and arrive at Dodger Stadium in

seven minutes.

The climate benefit is easy to envision: fewer fans in cars powered by gasoline; more fans in gondolas powered by electricity.

A promotional video for the proposed Dodger Stadium gondola project released by Los Angeles Aerial Rapid Transit.

The climate downside is easy to envision too: massive development at Dodger Stadium, with neighborhood disruption for years of construction, and with cars converging upon the stadium every day, not just on game days.

“I’m involved in this project,” Parfrey said, “and I brought my organization into this project, predicated on there not being development on that land.”

Not now, or not ever?

“Not for the foreseeable future,” he said.

Parfrey said he had been given “assurances” that the gondola was not a first step toward Dodger Stadium development. I asked who had given him those assurances, or who I could ask to get those same assurances.

“Ask Frank,” he said.

Near Lot G at Dodger Stadium, along the long slog from the outer reaches of the parking lots to a stadium entrance behind left field, a colorful model of a gondola cabin awaits you. You can step inside the 24-seat cabin, then imagine a ride that would allow you to skip traffic to the ballpark and instead, as the signage reads: “GET

THERE BY AIR.”

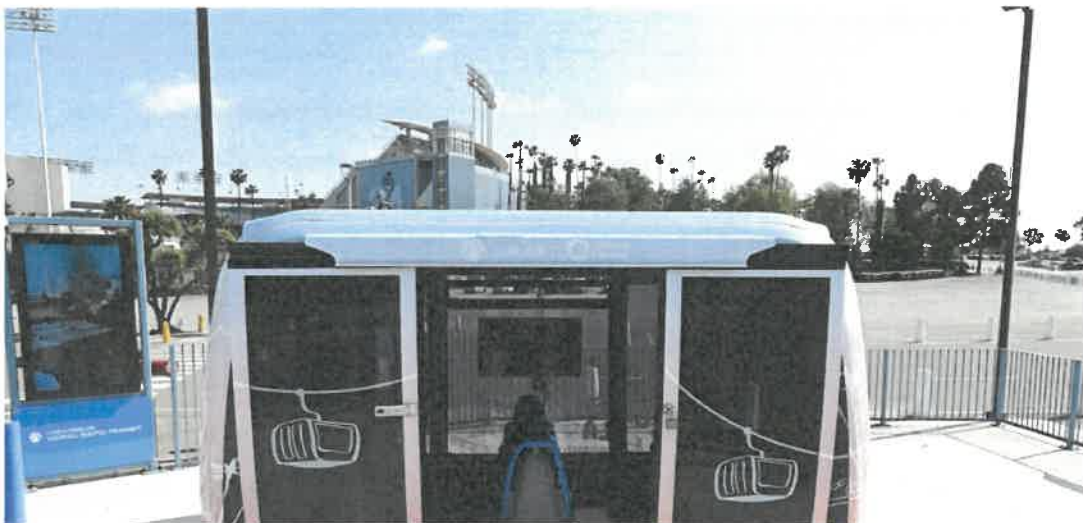
You can even find a helpful decal, showing you where to stand to take a picture with the gondola cabin in the foreground and the stadium in the background.

The display of a model cabin takes a page from the playbook for pitching a new stadium or arena. Models and renderings can excite fans, but they also can obscure a critical question about any big project: Looks cool, but who is going to pay for this?

The cost of building the gondola was estimated at \$300 million in 2020 and is expected to rise by the time a financing plan is finalized, said David Grannis of Point C Partners, a transportation and land use consultancy working with Climate Resolve.



(Wally Skalij / Los Angeles Times)





A gondola on display in the Dodger Stadium parking lot. (Wally Skalij / Los Angeles Times)

The McCourt entity that originated the gondola concept, LA Aerial Rapid Transit, has agreed to fund the approval process, including environmental studies and permit applications, project spokesman Nathan Click said. It is up to Climate Resolve to figure out how to pay for construction, as well as for annual operating costs Grannis estimated at between \$5 million and \$10 million.

The gondola won't make money, at least not under the current plan of [free rides for fans](#) with a Dodgers ticket and neighborhood residents with a Metro pass.

Parfrey said taxpayers would not be asked to subsidize the gondola.

The hundreds of millions would come from private financing, Grannis said, and largely from sponsorships and the purchase of naming rights.

In 2012, the airline Emirates agreed to pay [about \\$60 million for a 10-year sponsorship](#) of a London gondola — then called the Emirates Air Line — that carried riders above the River Thames and [cost \\$96 million](#). The [current one-way adult fare](#) on the London gondola is \$7.50.

“In this case,” Grannis said, “you have a venue that happens to be the best attended in Major League Baseball, and therefore the iconic nature of this cabin flying to Dodger Stadium and taking you there is going to attract a lot of sponsors, a lot of people who want naming rights or sponsorship.

“That’s the big revenue.”

Jeff Marks, the founder and chief executive of Innovative Partnerships Group, brokers naming rights and sponsorship deals between companies and teams, leagues and venues. He said it “could be doable” to cover the cost of building and operating the gondola through corporate sponsorships, but he said even the most generous sponsor might not be willing to strike a nine-figure deal without exposure beyond simply slapping the company’s name on the side of the gondola.

Marks, speaking generally because he is not involved in the project, said a title sponsor might also want a benefit such as the company name on the field. A

hypothetical example: Verizon Field at Dodger Stadium. The Dodgers have hired firms to solicit corporate offers for [naming rights](#) to the field [and patches on the team jerseys](#).

Or, Marks said, a primary sponsor might prefer naming rights to whatever development might rise atop the parking lots: Take the Verizon Gondola to the Verizon Village at Dodger Stadium!

Rick Caruso, the developer behind the Grove and Americana shopping and entertainment centers, pursued the Dodgers when McCourt put them up for sale. Caruso commissioned studies on how to improve the notorious congestion for cars getting [into and out of the Dodger Stadium parking lots](#).

Without control of the lots, however, Caruso believed he might not have been able to implement any changes. McCourt insisted he would not sell the lots, and Caruso [withdrew from the bidding](#).

Guggenheim Baseball Management, the winning bidder, took a different approach. Guggenheim, led by Mark Walter and Stan Kasten, [bought the Dodgers](#) and their stadium from McCourt. In a separate transaction, a Guggenheim entity formed a joint venture with a McCourt entity to control the parking lots.

In [land use documents](#) filed by the joint venture in 2012 and intended to “facilitate the orderly development” of the Dodger Stadium parking lots, the potential property uses cited include homes, offices, restaurants, shops, entertainment venues, medical and academic buildings, a separate sports facility and a hotel and exhibit hall.

“It is an ill-conceived concept that the highest and best use of Chavez Ravine is 260 acres for parking,” an attorney for McCourt, Tony Natsis, said at the time. “I consider that to be an ill-conceived notion for the owner of the parking lots and the owner of the stadium.”

Walter, the Dodgers’ chairman and controlling owner, said McCourt cannot develop anything on the property without Guggenheim’s consent. What might Walter be thinking in terms of development now?

“I haven’t been thinking about it at all,” Walter said.



CALIFORNIA

Challenges loom for gondola to Dodger Stadium planned for the 2028 Olympics

Dec. 28, 2022

Kasten, the Dodgers' president and chief executive, said the Dodgers support the gondola project but are "really not involved" in it. Walter had a simple explanation for why the Dodgers would back a project that would chew up a chunk of the parking lots in the stadium.

"Hopefully, it will make it easier for people to get there," he said.

Of the 18,889 parking spaces at the stadium, the gondola station at Dodger Stadium would result in the loss of 194 spaces, according to the [environmental impact report](#) for the project.

To the Dodgers, that would not be a big deal. But this might be: The report projects 10,000 people would ride the gondola to each game by 2042, which could translate to a loss of about 20% of parking revenue.

Kasten called those figures "hypotheticals that I don't have an answer for," and project opponents dismissed the ridership projections as unrealistically high, citing a [UCLA study](#).

But a person familiar with the Dodgers' business model, speaking on condition of anonymity so as not to jeopardize his professional relationships, said the team likely would not agree to give up millions in annual parking fees without some way to recoup that money.

"It does not make sense for the Dodgers to do it if they're going to lose parking revenue," the person said. "It does make sense if the gondola is serving a larger development."





An organization against the Dodgers Stadium gondola project is asking the public to join its fight via a billboard on Sunset Boulevard. (Allen J. Schaben / Los Angeles Times)

The California Endowment, a nonprofit with offices that would sit beneath the shadow of a 195-foot gondola tower, is leading and largely funding a coalition opposing the project. In court papers, the Endowment cited the [Dodger Stadium development proposal McCourt unveiled when he owned the team](#) and alleged the gondola would be “a loss leader for the future development of parking lots at Dodger Stadium.”

What would Kasten say to Angelenos who would like to know whether the gondola comes first and development comes next?

“That’s a question you’ll have to address to someone else,” Kasten said.

To the people proposing the gondola?

“Yes,” Kasten said. “That’s where I would direct my questions.”

I had. And what had I been told? Ask Frank.

On April 9, 2021, for the first time in 32 years, the Dodgers [raised a World Series championship banner](#). The Dodgers bestowed the honor of hoisting the treasured flag upon five people, including three of their own: Dodgers co-owners Magic Johnson and Billie Jean King, each decorated champions in their own right, and Hall of Fame broadcaster Jaime Jarrín.

The other two: Eric Garcetti, then the mayor of Los Angeles, and Gil Cedillo, then the city councilman representing the district that includes Dodger Stadium.

The Dodgers forged a strong working relationship with Cedillo. The team and nine of its senior executives combined to make \$13,800 in campaign contributions to him from 2013 to ‘22, according to [city records](#).

Cedillo lost his bid for re-election last year, [defeated by community activist Eunisses](#)

Hernandez. Kasten and Hernandez each expressed a desire to work together for the benefit of the fans and the community.

Garcetti, who has backed the gondola from the time McCourt first pitched it five years ago, said the Dodgers never have hinted to him that mass development would be in the works at Dodger Stadium.

“I think there is a vision of trying to make it less of a once- or twice-a-year kind of a place for a family, when you go to a game,” Garcetti said before he left office last December, “and more of an asset: the best view in L.A., a place for more special events, a place where baseball history can be celebrated.

“I think their core business is baseball, and they want to protect that.”



An artist's rendering of the proposed Dodger Stadium gondola dropoff site. (Aerial Rapid Transit Technologies / Kilograph)

The environmental impact report does not contemplate development at Dodger Stadium. The report states “no housing units are proposed” as part of the project and “additional approvals requiring further environmental review would be necessary” for any development at the stadium or elsewhere along the gondola route.

For Hernandez, that language is not enough. The councilwoman said she has “a lot of concerns” about the gondola.

“I am not convinced that this is an effective solution to reducing vehicle congestion,” she said, “and I share the neighborhood’s concerns about displacement and disruption.”

Hernandez said she is not necessarily opposed to development at Dodger Stadium, provided affordable housing is a priority. She is opposed to considering the gondola on its own, without any consideration of whether development might follow and what it might involve.

“I don’t think it’s appropriate to undertake such large-scale projects without a full and clear understanding of long-term plans,” Hernandez said. “This shouldn’t be piecemealed out, and I want to see additional development plans made clear.

“That is the honest approach, and that’s what will allow the community, the city, and all involved entities to make a clear-eyed decision.”

Steve Soboroff, who was the mayoral point man on the construction of Staples Center and later president of the Playa Vista development near LAX, worked briefly with McCourt in the final year of his Dodgers ownership.

Soboroff is not involved in the gondola project. He said the most effective way to build community support for the project would be to offer transparency about the long-term plan, even if the gondola would come first and any development would come later.

“That would be the path that I would choose,” Soboroff said.

It was time for me to do what Parfrey had suggested: Ask Frank.

The Dodgers have prospered without McCourt, and McCourt has prospered without the Dodgers.

[He bought the storied French soccer club Olympique de Marseille](#). He donated \$200 million to what is now called the [McCourt School of Public Policy](#) at Georgetown University. He launched [Project Liberty](#), an initiative to reform the Internet in the interest of serving “people, not platforms.”

As [McCourt told Leaders Magazine](#): “Our technology today is great if you want to support autocracy, but it is not so great if you want to support individual rights and the freedoms and liberties assorted with democracy.”

McCourt still owns the [Los Angeles Marathon](#), which starts at Dodger Stadium. During the past two months, as Urbanize LA reported, McCourt entities revealed plans to construct 502 apartments in three buildings on two [sites along Stadium Way](#) and another [one block south](#), overlooking the 110 Freeway. The apartment buildings

are planned regardless of whether the gondola is approved, said Brin Frazier, a spokeswoman for McCourt.

[The applicant](#) for the apartment projects is [listed in city records](#) as [Jordan Lang](#), president of two McCourt entities: McCourt Partners Real Estate and Aerial Rapid Transit Technologies.

Lang's [company biography](#) makes no mention of any experience in other transportation projects but touts his leadership in completing “millions of square feet of office, hotel, residential and mixed-use projects.”



An artist's rendering of a gondola approaching the Dodger Stadium terminal. (LA Aerial Rapid Transit)

The prospect of developing such a large site on the outskirts of downtown is so rare that the city's movers and shakers have floated concepts for decades. [Caruso and I talked about some of them 18 years ago](#), long before McCourt put the team up for sale or Caruso ran unsuccessfully for mayor.

Peter O'Malley, the revered former Dodgers owner, proposed building [an NFL stadium in the Dodger Stadium parking lot](#) in 1995. McCourt [revived the idea](#) in 2005.

The other four MLB teams in California all have [pursued mixed-use developments surrounding their ballparks](#). The Angels' most recent proposal — since [killed by the city of Anaheim amid a corruption scandal](#) — would have included [more than 5,000 homes](#) on a site roughly half the size of the Dodger Stadium property.

“We need more housing,” Garcetti said. “We need it to be centrally located. We need

it to be affordable. I think, if you meet those criteria, you can start a conversation with the city.”

Or, perhaps, development at Dodger Stadium could mean a selection of food halls, restaurants and bars, enticing enough to lure fans to arrive long before the game and stick around after it ends. That in itself could ease the neighborhood traffic bottlenecks on game days, gondola or no gondola.

Parfrey, who said his nonprofit agreed to take the lead on the gondola project based on what he said was a promise of no development on the land, said his organization would not support a ballpark neighborhood arising on the property but would support a plan to put a restaurant here and there within the parking lot.

“We would go early and go to the restaurants,” Parfrey said.

Parfrey, remember, was the guy who told me to “ask Frank” about the “assurances” that the arrival of the gondola would not trigger development. I mentioned that to Frazier, McCourt’s spokeswoman, and asked if I could speak to him about that.

“Frank,” she said, “is not available.”

Would you take the gondola to Dodger Stadium?

- ☐ Yes
- ☐ No
- ☐ Not sure

Why or why not?

Email

We will not publish your email address. This is in case The Times has follow-up questions for your response.

Name

First name/last name

City of residence/state

☐ * By submitting your story to us, you are representing and warranting that the content is original and accurate in all respects and does not defame any person, invade any rights of publicity or of privacy, plagiarize from anyone, or infringe, misappropriate or otherwise violate any proprietary rights of any third party, including intellectual property rights (e.g., copyrights, trademarks). You agree that the Los Angeles Times may edit your submission and may publish your submission on any of its platforms, including without limitation on latimes.com, in print, and on Los Angeles Times social media accounts, and may authorize third parties to publish your submission. You agree to abide by our terms of service. *

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Enclosure 2

The Land Beneath This Stadium Once Was Theirs. They Want It Back.

Dodger Stadium is the home to the seven-time world champion Los Angeles Dodgers. But in the 1950s, the land around it belonged to families who are now seeking reparations for what they lost.



By Jesus Jiménez

May 7, 2023

LOS ANGELES — Standing less than a mile from Dodger Stadium on a recent Saturday afternoon, Vincent Montalvo could hear the roar of the crowd inside the ballpark.

It was Jackie Robinson Day, and more than 50,000 fans were nestling into their seats for a matchup against the Chicago Cubs. But Montalvo had no plans to attend.

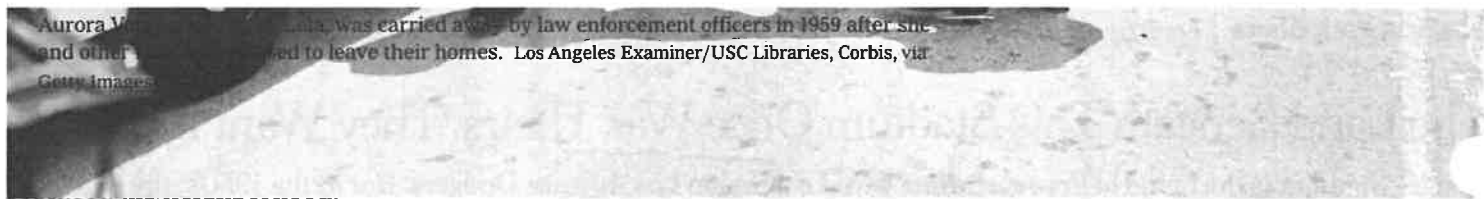
It has been more than 30 years since he has stepped inside Dodger Stadium. His father took him to the ballpark when he was a child in the 1980s during “Fernandomania,” the craze surrounding the star Mexican pitcher Fernando Valenzuela.

But the seemingly harmless act of attending that game deepened a wound that has festered in the Montalvo family and the city’s Latino community. Reckoning with that hurt has been a challenge for the Dodgers as the team has tried to maintain a balance between acknowledging it and broadening the team’s widely Latino fan base.

Long before the Dodgers won their first World Series at Dodger Stadium in 1963 and Sandy Koufax tossed the team’s first perfect game in 1965, the land the ballpark was built on was home to hundreds of families living in communities called Palo Verde, La Loma and Bishop.

Those neighborhoods and their residents were displaced in the 1950s by the city of Los Angeles, citing plans to build affordable housing. But eventually the land was given to the Dodgers to build a ballpark after the team moved to the city from Brooklyn in the late ’50s. The area is now commonly called Chavez Ravine, a term that has become synonymous with Dodger Stadium.





“We never went back,” Montalvo said.

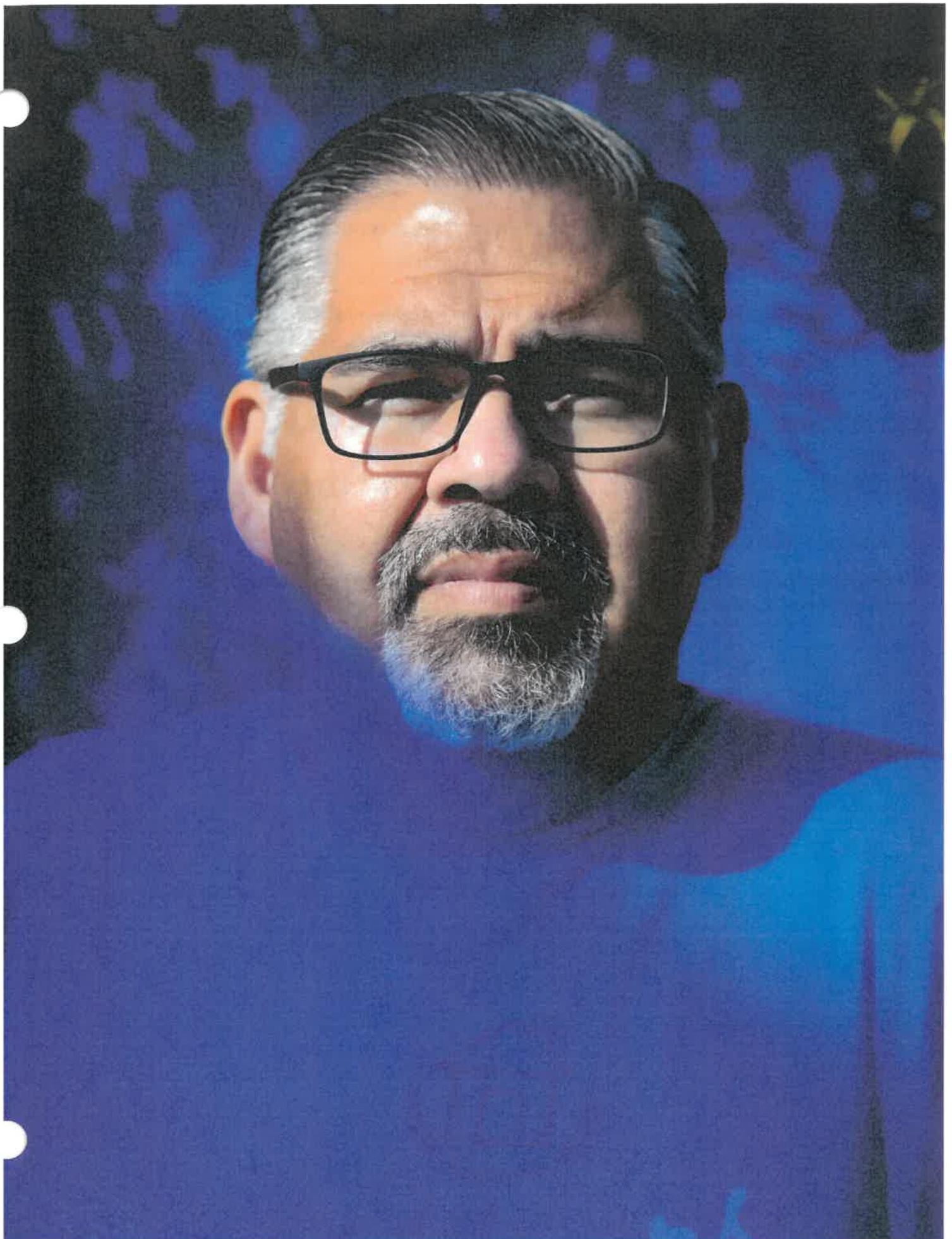
The story of this displacement has been well documented in books, news articles and videos. But in recent years, descendants of marginalized communities in California have had success seeking reparations for land that was taken from them, in the form of money or the return of land. Spurred by that momentum, the descendants of the three Los Angeles communities see a chance to seek their own justice. The land on which Dodger Stadium was built, they say, should be returned to them.

Bought Out or Pushed Out

Montalvo’s grandfather has long been reluctant to talk about his life in Palo Verde. But over time, Montalvo has gathered bits of information about the community, including that many residents sustained themselves by growing their own food.

“It was kind of like their little oasis there,” Montalvo said.

But in the early 1950s, the city of Los Angeles began displacing the residents of Palo Verde, La Loma and Bishop, through voluntary purchases and eminent domain, with plans to build a housing project in the area.





to the city, others held out.

The last of the families were forcefully evicted by sheriff's deputies in May 1959. One woman, Aurora Vargas, who was known as Lola, was infamously photographed being carried out of her home by deputies. An article in The Los Angeles Times on May 9, 1959, described the scene as a "long skirmish." Vargas was kicking and screaming and children were "wailing hysterically," the newspaper reported.

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Several years later, Melissa Arechiga, 48, learned about the eviction from her mother, and that Vargas had been her Aunt Lola. Arechiga found it hard to believe.

"When she told me it just sounded more like something out of a movie," Arechiga said.

The Start of a Movement

Montalvo and Arechiga met in 2018 and founded Buried Under the Blue, a nonprofit organization that seeks to raise awareness about the history of the displacement of the residents of Palo Verde, La Loma and Bishop.



A Dodgers fan wore a Mexican-themed Julio Urías jersey. Carlos Gonzalez for The New York Times

As so-called land-back movements have gained momentum, Montalvo and Arechiga have been working to define what reparations mean for them and how to get them.

“We know we’re going uphill,” Montalvo said. “But we also know this: There’s a time right now in politics, both up and down the state, about reparations.”

Those seeking reparations in California have been encouraged by the story of Bruce’s Beach, a property that was bought by a Black couple, Charles and Willa Bruce, in 1912 in what would become the city of Manhattan Beach, Calif. The land was taken from the Bruces in 1924 when city officials condemned it through eminent domain, claiming to need it for a public park.

Last year, the Los Angeles County Board of Supervisors voted to transfer ownership of the land to the great-grandsons and great-great-grandsons of Charles and Willa Bruce. They sold the land back to the county for \$20 million.

Buried Under the Blue and the descendants of those who were displaced have political support, including from Eunisses Hernandez, a member of the Los Angeles City Council who said she stands with them.

“Oftentimes we are in these situations because companies, corporations, people with a lot of money, have felt that other communities were disposable,” Hernandez said. “We are still confronted with moments like that even today, and so we have to demand that these corporations, these companies, give back to the communities that they have taken from.”

Hernandez said that she would like to see a concrete plan from organizers on what reparations would look like before moving forward.

Leaders of Buried Under the Blue have also met with the descendants of Indigenous tribes that once lived in the Los Angeles Basin. In a true land-back effort, they say, land should be returned to the Indigenous groups who were the first occupants.

“There can’t be true land-back without the Indigenous people first,” Arechiga said.

Even if the land were returned to the descendants of the Indigenous tribes, Montalvo said, homeowners and renters who were displaced would still deserve financial reparations for investing in the community.

Buried Under the Blue has yet to determine what it would do with the land if it were ever returned, and it’s unclear if that will ever happen or how long it would take.

At Dodger Stadium

Chavez Ravine is home to one of the most iconic ballparks in baseball, tucked between the San Gabriel Mountains and downtown Los Angeles. Dodger Stadium hosts dozens of games a year as well as concerts and other events. One of the wealthiest teams in Major League Baseball plays there.

For the Dodgers to be effectively forced out may seem unimaginable to some.

“It’s going to take a lot,” Hernandez said. “They’re not going against just a small company. This is a brand and a company that’s known throughout the country and the world, and so I just think folks need to organize and get as much people, power and support to support the demands that they have.”



Bulldozer demolishes a home in Chavez Ravine in preparation of building Dodger Stadium. Los Angeles Examiner/USC Libraries, via Corbis, via Getty Images

Walking into Dodger Stadium these days, fans are almost instantly met with the sound of Spanish in several forms.

There are fans speaking Spanish, others Spanglish. Julio Urías, a Dodgers pitcher from Mexico, takes the field to “Soy Sinaloense” — I’m Sinaloan — by Gerardo Ortiz. Throughout Dodger Stadium, fans sport “Los Dodgers” jerseys and shirts, and restrooms and other parts of the ballpark are labeled in English and Spanish.

The Dodgers built their Latino fan base, one of the largest in Major League Baseball, partly through their long history of fielding Latino players, including Valenzuela and Adrián González.

Creating that Latino support, however, took time after the displacement of so many Mexican American families in the late 1950s. Adrian Burgos, a University of Illinois professor who teaches about race, sports and society, said pushing out local residents “set up a very bad relationship between the Mexican American community and the Dodgers.”

“It really doesn’t change much till Fernando,” Burgos said, referring to Valenzuela. “He began to make it OK for Mexicanos to root for the Dodgers.”



A Latino fan showed his support. The Dodgers have built a strong following in the Latino community. Carlos Gonzalez for The New York Times



A Dodgers fan at a recent game. Carlos Gonzalez for The New York Times



A fan wore a baseball hat made of Legos that included a Lego version of Mexican-American baseball player and former Dodger Adrián González.

Carlos Gonzalez for The New York Times

Margaret Salazar-Porzio, a National Museum of American History curator who has worked on initiatives such as “Latinos and Baseball: In the Barrios and the Big Leagues,” said that Valenzuela’s arrival with the Dodgers was a sort of “symbolic reconciliation with many Latinos in L.A. at that time.”

“He kind of looks like your uncle or your brother,” Salazar-Porzio said. “Fernando Valenzuela gave Mexican Angelenos a reason to celebrate and to show up to the games.”

The Dodgers also brought in the first full-time Spanish-language broadcast in M.L.B. under announcer René Cárdenas, who was joined by Jaime Jarrín.

“He became really quickly one of the most recognizable voices in L.A. Latino households,” Salazar-Porzio said of Jarrín. “He brought the Dodgers into our homes.”

Making Amends

Since the 1980s, the Dodgers have continued to grow their Latino fan base with help from players like Urías, who was on the mound for the final out of the team's 2020 World Series win.

But the team, which did not comment for this article, has still wrestled with how to make amends with displaced residents and their descendants.

In 2000, team officials, including former President Bob Graziano, joined former residents and their families for a ceremony at a church. The Los Angeles Times reported that one former resident even hugged Graziano at the ceremony, and they took communion together.

The history of the displacement of residents in Palo Verde, La Loma and Bishop comes as news to some Dodgers fans, especially younger ones. It's hard for some to believe that a team that has built such a large Latino fan base plays on land that once belonged to so many Latino families.

Some fans, like Manny Trujio, 23, say they "know the basics of it." Others like Louie Montes, 29, say they know none of the history.

"It's easier to forgive if it wasn't members of your family that were being forcibly removed," Burgos said. "The reality is most of the Dodger fans we see at the ballpark today are much younger, and it might have been something that their grandparents had heard about and knew about."

Salazar-Porzio, for example, said she didn't know the story of Palo Verde, La Loma and Bishop until she was in college. That history prompted her to learn more about the layers of the displacement, starting with the city's plan to build affordable housing.



Melissa Arechiga held a photo of her relative, Aurora Vargas, being carried out of her home in 1959. Carlos Gonzalez for The New York Times

"Some people understand that distinction," Salazar-Porzio said. "The Dodgers did have a role to play, but it wasn't like the Dodgers kicked out the Chavez Ravine residents."

Learning that history also prompted Salazar-Porzio to wrestle with how she viewed the team, having grown up going to Dodgers games, she said.

"It's very complicated," she said. "All of this happened, but also all this other stuff happened, too. I'm really proud of the memories that I have with my dad, with Fernando Valenzuela. That kind of personal connection is my layer of history that I choose to identify with."

Most of the former residents of Palo Verde, La Loma and Bishop are now in their 90s. As they get older, Arechiga and Montalvo said their grandparents are still often reluctant to talk about that time of their lives.

Correcting their "painful histories," Montalvo said, serves as a motivation to work for reparations.

To reclaim the land and effectively push out the Dodgers could be next to impossible. But Arechiga said her family was hopeful.

"They also wonder, Is it possible? Is it obtainable?" Arechiga said. "We believe it is."



A mural of Mexican-born pitcher Fernando Valenzuela outside Dodger Stadium. Carlos Gonzalez for The New York Times



re about Jesus Jiménez

A version of this article appears in print on , Section D, Page 1 of the New York edition with the headline: The Echoes of Pain in Chavez Ravine

May 2023 FB&A & Budget PH – Item 12 Comments

From: [REDACTED]
Sent: Monday, May 15, 2023 10:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - 5/17 Budget Public Hearing

Hello,

I would like to say that I support the priorities of the proposed budget. It is good to see that cleanliness and safety are the top priorities for this budget, and it's also great to see the emphasis that Metro wants to place on using law enforcement as a last resort.

[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 6:07 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; karen.bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@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>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

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

From: [REDACTED]

Sent: Monday, May 15, 2023 6:12 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@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: Monday, May 15, 2023 6:14 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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From: [REDACTED]

Sent: Monday, May 15, 2023 7:10 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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Sent: Monday, May 15, 2023 7:18 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 8:39 PM

To: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
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[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 8:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:04 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:04 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Sent from my iPhone

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

From: [REDACTED]

Sent: Monday, May 15, 2023 9:12 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Sent: Monday, May 15, 2023 9:12 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

Sent from my iPhone

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:13 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

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Thank you for your consideration.

Sent from my iPhone

From: [REDACTED]

Sent: Monday, May 15, 2023 9:15 PM

To: FirstDistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins: I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules. We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers. More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system. Thank you for your consideration.

Best,

[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 9:22 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

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Thank you for your consideration.

Sincerely,

A horizontal bar chart titled 'U.S. should take action to address climate change' showing the percentage of respondents who believe the U.S. should take action to address climate change, broken down by age group. The x-axis represents the percentage from 0 to 100. The y-axis lists age groups. The bars are dark blue. The data is as follows:

Age Group	Percentage
18-29	85%
30-49	88%
50-64	92%
65+	87%
18-29	85%
30-49	88%
50-64	92%
65+	87%

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

From: [REDACTED]

Sent: Monday, May 15, 2023 9:31 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

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Thank you for your consideration.

Sent from my iPhone

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

From: [REDACTED]

Sent: Monday, May 15, 2023 9:36 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

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

From: [REDACTED]

Sent: Monday, May 15, 2023 9:56 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

Sent from my iPhone

From: [REDACTED]

Sent: Monday, May 15, 2023 10:06 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

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More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 10:16 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

From: [REDACTED]

Sent: Monday, May 15, 2023 10:24 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Cheers from Your Loyal Public Transit Commuter since 2004,

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

From: [REDACTED]

Sent: Monday, May 15, 2023 10:29 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I am writing to urge you to commit to a budget that prioritizes the needs of transit riders and improves their experience on the system.

Metro needs to provide more and better bus service. Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should stop bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

Metro needs to adopt a care-first policy and more services for unhoused people, including outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue permanently and in more significant numbers.

More than six in ten Metro riders earn under \$25,000 a year. This reality presents Metro the necessity of adopting a universal fareless Metro policy to alleviate the transportation cost burden Metro riders face. Within 6 months Metro staff should identify the path forward for Metro expanding beyond GoPass and starting a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 10:36 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board Members and CEO Stephanie Wiggins:

I urge you, as a Los Angeles resident and Metro rider, to commit to a budget that prioritizes the needs of transit riders and improves our experiences on the system.

Metro's bus service hours remain unchanged from last year, but we riders still face horribly unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules. I understand Metro is working to hire more bus drivers. I appreciate it. We desperately need buses to be frequent and on time, and cancellations to rarely, if ever, occur—not at all unreasonable expectations in a city like Los Angeles.

We urgently need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing! I welcome the increases to mental health and homelessness outreach programs, but funding for law enforcement and security spending is disappointingly still 5 times higher than funding for care-based alternatives.

As you know well, more than 6 in 10 Metro riders earn under \$25,000 a year. This sobering reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Universal fareless Metro would be a cost-effective, efficient, and far-reaching policy that delivers economic justice to Metro riders and Los Angeles residents.

Please don't fail us and please do the right thing by adopting a universal fareless Metro.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 10:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. This has obviously not been the case for DECADES.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Please make transit fareless now. It is time. Do you remember when they made it free on transit equity day? That just proves that you admit that you know it should be free because free transit is equitable.

What about Earth Day? We make transit fareless on Earth Day.

Have you ever heard the term

"It's Earth Day Everyday.?"

Especially during a climate crisis perhaps??

Please & Thank You.

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

From: [REDACTED]

Sent: Monday, May 15, 2023 11:09 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

Sent from my iPhone

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From: [REDACTED]

Sent: Monday, May 15, 2023 11:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

[REDACTED]

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

From: [REDACTED]

Sent: Monday, May 15, 2023 11:45 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 12:34 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:29 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I am a non-driver in LA, a Tap card holder, and mom of an LAUSD elementary school student who benefits from a free Tap card.

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

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Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 7:02 AM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins: I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules. We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers. More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system. Thank you for your consideration.

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

From: [REDACTED]

Sent: Tuesday, May 16, 2023 7:36 AM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 8:08 AM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

From: [REDACTED]
Sent: Monday, May 15, 2023 10:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Better bus service

Hi,

My name is [REDACTED] and I regularly ride the Metro 2, 4, and 217 to get to school, get groceries, the doctor, and work. I'm asking Metro to meet the needs of riders and prioritize in the budget:

- **Metro's bus service hours remain unchanged from last year but riders are still facing unreliable bus service.**
 - Metro should have a goal to eliminate bus service cancellations altogether and start monthly reporting on rider wait times in relation to NextGen's promised schedules
 - I appreciate Metro working to hire more bus drivers- more drivers means that buses can come on time, and cancellations should rarely, if ever, occur.
 - Bus drivers should be well paid and supported by Metro
- **Invest in care-based safety alternatives to policing**
 - Services for unhoused people, like outreach, housing offers, and mental health services, instead of policing
 - The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently, and in greater numbers.
 - I applaud the increases to mental health and homelessness outreach programs, but funding for law enforcement and security spending is still 5 times higher than funding for care-based alternatives.
 - The current spending on safety doesn't match the new model of public safety, a layered approach, that Metro says it is using
- More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting **universal fareless** Metro to alleviate the transportation cost burden faced by Metro's ridership.
 - Metro collects 2% of its overall revenue in fares, but Metro's riders in some of LA's most transit-dependent areas contribute between 16% to 30% of their household budgets in fares. This is on top of what they and everyone in LA already pays for transportation through LA County sales taxes.
 - For low income families, the cost of riding Metro, even after fare-capping, will still be large.
 - Metro's reduced fare programs are expensive and ineffective ways to deliver economic justice to riders. Most eligible participants do not enroll because of the burdensome application requirements or lack of awareness about these programs.

- Universal fareless Metro would be a cost-effective, efficient, and far-reaching policy to deliver economic justice to Metro riders.
- Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless Metro.

Thank you.

--

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 16, 2023 12:52 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

Additionally, we need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 16, 2023 2:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FY 2024 Budget Public Comment

Dear Metro Board Members,

I am a transit rider and I'm asking Metro to meet the needs of riders and prioritize in the budget. Specifically, increasing bus service hours and investing in care-based safety alternatives are priorities for ensuring that riders can have equitable access to safe, healthy transit.

I appreciate the action from Metro to hire more bus drivers- more drivers means that buses can come on time, and avoid cancellations. It is also critical that bus drivers should be well paid and supported by Metro to reduce turnover and create stronger working conditions.

Additionally, investments in care-based safety alternatives to policing are needed now more than ever. Funding for alternatives is still very small compared to law enforcement and security spending. Services for unhoused people, like outreach, housing offers, and mental health services can meet the needs of many riders on Metro, whereas police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

Thank you for your time,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 2:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. I personally use Metro buses and trains to commute for work and social events, but more often than not I'm forced to return home and drive because of inconsistent service. My neighbors and I deserve an accessible and reliable system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 16, 2023 2:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Increase service hours + care-based strategies on Metro

Dear Metro Board Members,

I am a coalition member of Alliance for Community Transit (ACT-LA) and a daily bus rider in Los Angeles and I'm asking Metro to meet the needs of riders and prioritize in the budget. Specifically, increasing bus service hours and investing in care-based safety alternatives are priorities for ensuring that riders can have equitable access to safe, healthy transit.

I appreciate the action from Metro to hire more bus drivers- more drivers means that buses can come on time, and avoid cancellations. It is also critical that bus drivers should be well paid and supported by Metro to reduce turnover and create stronger working conditions.

Additionally, investments in care-based safety alternatives to policing are needed now more than ever. Funding for alternatives is still very small compared to law enforcement and security spending. Services for unhoused people, like outreach, housing offers, and mental health services can meet the needs of many riders on Metro, whereas police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

Thank you.

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 16, 2023 2:47 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

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

From: [REDACTED]

Sent: Tuesday, May 16, 2023 2:57 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 16, 2023 3:35 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; tim.sandoval@pomona.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: Comments on FY24 Metro Budget

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More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 3:56 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

Best,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:10 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:28 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Request to the LA Metro Finance & Budget Committee as public comment for the hearing Wed, May 17, 2023

G'day, Metro Board Members,

My name is [REDACTED]

I ride way too many buses and rail lines to enumerate them all here. Metro is my main method of getting places for every transportation purpose I have.

However, to be specific as to the 3 closest lines to me: 18 (on 6th), 20 (on Wilshire), and 603 (on 6th), which then take me to rail stations, and other bus lines. I travel from Santa Monica to Palmdale as well.

My ask is simple: I want Metro to meet my needs AND the needs of riders and prioritize in the budget:

- Metro's bus service hours remain unchanged from last year yet we, riders, are still facing unreliable bus service.
 - Metro should have a goal to eliminate bus service cancellations altogether and start monthly reporting on rider wait times in relation to NextGen's promised schedules
 - I appreciate Metro working to hire more bus drivers- more drivers means that buses can come on time, and cancellations should rarely, if ever, occur.
 - Bus drivers should be well paid and supported by Metro
- Invest in care-based (unarmed, trauma-informed) safety alternatives to policing
 - Services for unhoused people, like outreach, housing offers, and mental health services, instead of policing
 - The transit ambassadors are a helpful presence on Metro, and I'd like to see them continued to be funded permanently, and in greater numbers.
 - I applaud the increases to mental health and homelessness outreach programs, but funding for law enforcement and security spending is still 5 times higher than funding for care-based alternatives.
 - The current spending on safety doesn't match the new model of public safety, a layered approach, that Metro says it is using

More than 6 in 10 Metro riders earn under \$25,000 a year, of which I am one.

- This reality presents Metro with an opportunity to advance regional economic justice by adopting universal fareless Metro to alleviate the transportation cost burden faced by Metro's ridership.

- Metro collects 2% of its overall revenue in fares, but Metro's riders in some of LA's most transit-dependent areas contribute between 16% to 30% of their household budgets in fares. This is on top of what they and everyone in LA already pays for transportation through LA County sales taxes.
- For low income families, the cost of riding Metro, even after fare-capping, will still be large.
- Metro's reduced fare programs are expensive and ineffective ways to deliver economic justice to riders. Most eligible participants do not enroll because of the burdensome application requirements or lack of awareness about these programs.
- Universal fareless Metro would be a cost-effective, efficient, and far-reaching policy to deliver economic justice to Metro riders.
- Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless Met Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:37 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.Krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration

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

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:59 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

From: [REDACTED]

Sent: Tuesday, May 16, 2023 7:32 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:08 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

--

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

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

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

[illegible]

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:48 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro Budget Comment

Dear Metro Board Members,

I am a coalition member of Alliance for Community Transit (ACT-LA) and I'm asking Metro to meet the needs of riders and prioritize in the budget. Specifically, increasing bus service hours and investing in care-based safety alternatives are priorities for ensuring that riders can have equitable access to safe, healthy transit.

I appreciate the action from Metro to hire more bus drivers- more drivers means that buses can come on time, and avoid cancellations. It is also critical that bus drivers should be well paid and supported by Metro to reduce turnover and create stronger working conditions.

Additionally, investments in care-based safety alternatives to policing are needed now more than ever. Funding for alternatives is still very small compared to law enforcement and security spending. Services for unhoused people, like outreach, housing offers, and mental health services can meet the needs of many riders on Metro, whereas police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

— —

Government	Percentage
Current government	85%
Previous government	15%

From: [REDACTED]

Sent: Wednesday, May 17, 2023 11:35 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

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Thank you for your consideration.

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



May 15, 2023

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

RE: Support High Desert Corridor FY24 Work Program, May 17, 2023 Metro Board Planning & Programming Committee Item 6

Dear Chair Najarian:

On behalf of the High Desert Corridor Joint Powers Agency (HDC JPA) member jurisdictions: Los Angeles County, Los Angeles County Metropolitan Transportation Authority, the Cities of Adelanto, Lancaster, Palmdale, and Victorville, we strongly support the High Desert Corridor FY24 Work Program, May 17, 2023 Metro Board Planning & Programming Committee Item 6.

On April 20, 2023, the HDC JPA Board of Directors unanimously approved the Agency's FY2023-2024 Budget of \$1,947,500 from Measure M dedicated funds contained in the Measure M Expenditure Plan.

The HDC JPA FY 23-24 Budget contains funding to complete the High Speed Rail Project's National Environmental Policy Act environmental clearance process with the Federal Railroad Administration as the federal lead with the petition filed with the Surface Transportation Board for inter-operability with other high-speed rail systems. The HDC JPA FY23-24 Budget will also procure contracts for Financial Advisory services and Program Management Support Services to transition from the environmental clearance phase into the Preliminary Engineering & Design phase for the High Speed Rail Project at a 30% level of design.

The HDC JPA appreciates the continued partnership with Metro to bring high speed rail to Los Angeles County and seeks your approval of the May 17, 2023, Metro Planning & Programming Board Item 6.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arthur V. Sohikian".

Arthur V. Sohikian, Executive Director
High Desert Corridor Joint Powers Agency
www.highdesertcorridor.org



NORTH LOS ANGELES COUNTY

Transportation Coalition JPA

May 15, 2023

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

RE: Support Measure M Multi-Year Subregional Program (MSP) Annual Update – North LA County Subregion, May 17, 2023, Metro Board Planning & Programming Committee Item 8

Dear Chair Najarian:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC JPA) Member Jurisdictions: Los Angeles County Fifth Supervisorial District, the Cities of Lancaster, Palmdale and Santa Clarita located in North Los Angeles County, **we strongly support** the Measure M Multi-Year Subregional Program Annual Update – North County Subregion, May 17, 2023, Metro Board Planning & Programming Committee Item 8.

On April 17, 2023, the NCTC JPA Board unanimously approved the projects contained in the 2023 Measure M MSP to program an additional \$18.3 million in MSP funds. Each project continues to receive robust public participation through each member's jurisdiction.

The SR-14 Safety Improvement Project has funding programmed for the Project Approval/Environmental Document (PA/ED) phase to complete the environmental process to become "shovel-ready" for final design and construction. The Antelope Valley Line Improvement Projects will receive approximately \$37 million in NCTC MSP funds to complete the final design for the projects. These regional mobility projects are significant for the NCTC JPA Subregion.

To close, the **NCTC JPA fully supports** the Measure M Multi-Year Subregional Program Annual Update – North LA County Subregion, May 17, 2023, Metro Board Planning & Programming Committee Item 8. Thank You for your support and leadership.

Sincerely,

Arthur V Sohikian
Executive Director

North Los Angeles County Transportation Coalition Joint Powers Authority

www.northcountytransportationcoalition.org

From: [REDACTED]

Sent: Wednesday, May 24, 2023 4:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Regular board meeting 5/25/2023 Agenda Item 4: Report by the CEO

Dear

I ride the bus or train every day. I work every day. There have been days that I haven't had enough money to pay my fare to get to/ from work. Being worried if I will be late because a driver won't let me ride or get a ticket because I got on the train without valid fare.

I think fare should be free.

Law Office of Paula Pearlman
9610 Beverlywood Street Los Angeles, CA 90034
paula.d.pearlman@gmail.com 310.558.4808

May 23, 2023

Metro Board Public Comment
Los Angeles County
Metropolitan Transportation Authority

Via electronic mail: boardclerk@metro.net

Re: Public Safety, Metro Board Meeting, May 25, 2023, Agenda Items 12, 29

Dear METRO Board Members,

On behalf of my client, a resident of Valley Village in Los Angeles City Council District 2, I write to urge the Metro Board to address his safety concerns on the Metro Red line. My client uses the Red Line to commute to work every weekday to downtown Los Angeles. He boards the train at the North Hollywood station at 5:30am, and arrives most mornings at Pershing Square station at 6am.

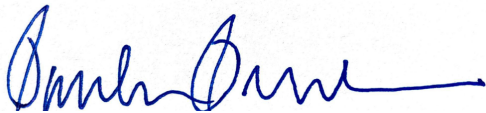
One January 5, 2023 he was assaulted by an unhoused person on the train who had blocked the door open and prevented the train from moving. Fortunately, he was not seriously physically injured but he has a lasting fear for his safety. He has also witnessed a myriad of other issues, including:

- People leaping onto the tracks in the subway station.
- Unhoused people regularly taking up seats to sleep on.
- Unhoused people doing drugs on the subway train car.
- People spewing racist rhetoric about hating whites and Asians.
- People pulling the red emergency ball preventing the train from moving forward.
- People playing loud music or making noises by banging on the seats of the subway train car.

Most recently, in early May, he witnessed someone carrying a metal object in the North Hollywood parking lot threatening someone else with it. The potential victim tried to enter the station, but the police refused to arrest the individual despite threatening someone else with the metal object.

The trains should be safe and available to everyone to use without fear for their safety. Given his work schedule, the costs of commuting and parking, my client is forced to use the train. He should not need to risk his bodily safety to get to and from work. We urge you to prioritize safety.

LAW OFFICE OF PAULA PEARLMAN



Paula Pearlman

cc: Mayor Karen Bass, mayor.helpdesk@lacity.org ; LA City Council President Paul Krekorian, Councilmember.Krekorian@lacity.org

From: [REDACTED]

Sent: Monday, May 22, 2023 1:50 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; 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; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@labcos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Concerns Regarding Item #12, Metro FY24 Budget

Dear Metro Board of Directors,

I am writing to ask Metro to meet the needs of the transit riders who rely solely on Metro to move around the region—and prioritize them in the upcoming FY24 budget. I echo the calls from ACT-LA for Metro to increase bus service hours and invest in care-based safety alternatives. These are priorities for ensuring that riders can have equitable access to safe and healthy transit.

I appreciate the action from Metro to hire more bus operators—more operators are key to buses arriving on time and avoiding bus cancellations. It is also critical that Metro's bus operators be well-paid and supported by Metro, to reduce turnover and create stronger working conditions that create greater mobility for our transit riders and frontline transit workers.

Investments in care-based safety strategies (over policing) are needed now more than ever. Funding for alternatives is still very small compared to Metro's law enforcement and security spending. Services for unhoused transit riders, such as outreach, housing placement, and mental health services can meet the needs of many riders on Metro and create a transit system that makes all transit riders feel safe. Los Angeles' police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

From: [REDACTED]

Sent: Monday, May 22, 2023 5:31 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; 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; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

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Investments in care-based safety strategies (over policing) are needed now more than ever. Funding for alternatives is still very small compared to Metro's law enforcement and security spending. Services for unhoused transit riders, such as outreach, housing placement, and mental health services can meet the needs of many riders on Metro and create a transit system that makes all transit riders feel safe. Los Angeles' police forces are not trained or intended to serve in these roles.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

From: [REDACTED]

Sent: Monday, May 22, 2023 10:40 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; Gerhardt, Judy <GerhardtJu@metro.net>; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; karen.bass@lacity.org; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

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More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system. Ultimately, I hope to see the Board work for a Metro budget that can be transformative with a different approach to the patrol issues we face. More police presence does not equate to rider safety and a redirection of funds from policing can end up making the change that we have not been able to get right with how the budget currently stands.

Thank you.

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

From: [REDACTED]

Sent: Monday, May 22, 2023 11:46 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org;

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

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anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov;

gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole

<EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org;

jorenstein@bos.lacounty.gov; mbohlike@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org;

mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen

<MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman

<daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com;

sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov;

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Subject: Concerns Regarding Item #12, Metro FY24 Budget

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Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

Sent from my iPhone

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

From: [REDACTED]

Sent: Tuesday, May 23, 2023 5:47 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org;

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org;

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From: [REDACTED]

Sent: Tuesday, May 23, 2023 10:01 AM

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From: [REDACTED]

Sent: Tuesday, May 23, 2023 11:00 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; Englund, Nicole <EnglundN@metro.net>; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; Gerhardt, Judy <GerhardtJu@metro.net>; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

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From: [REDACTED]

Sent: Tuesday, May 23, 2023 7:38 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Sent from my iPhone

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Sent: Tuesday, May 23, 2023 7:52 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; 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; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@labcos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 23, 2023 9:47 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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From: [REDACTED]

Sent: Wednesday, May 24, 2023 2:30 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org;

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From: [REDACTED]

Sent: Wednesday, May 24, 2023 2:59 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org;

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 24, 2023 3:20 PM

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Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; 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; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov

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[REDACTED]



May 22, 2023

Chair Najarian and Members of the Board
Metro Board
One Gateway Plaza
Los Angeles, CA 90012

Re: Agenda Item No. 25 - Need to Strengthen LA Metro's Clean Air and Climate Commitment to Electric Buses, not Delay It (File Number 2023-0295).

Dear Chair Najarian and Members of the Board:

The Los Angeles County Electric Truck and Bus Coalition writes to provide feedback on the current proposal to delay LA Metro's clean air and climate commitments related to Zero Emission Buses (ZEBs) by a half decade. Overall, the transition to ZEBs has become even more important given recent recognition by the South Coast Air Quality Management District and California Air Resources Board that we need to eliminate combustion technologies every place possible to meet federal and state air quality standards. Moreover, the electric bus transition – if done correctly with proper standards – is an important way to expand good jobs in the clean energy economy in Los Angeles County. Our concern with the current staff report and proposal is that it ignores the immense deployment opportunity with unprecedented funding for electric vehicles and infrastructure available right now. Instead of spending time redrafting reports to roll back commitments, this is the time for LA Metro to turn over every stone at the federal level to see if it can supercharge its efforts to advance bus electrification. We will be willing partners in this effort to attract LA County's fair share of funding.

I. LA Metro Should Not Retreat from Leading the Nation on Transit Bus Electrification.

At the outset, we acknowledge the continued commitment from LA Metro not to purchase any more methane burning buses. However, any discussion about delaying outer ZEB goals without discussions about LA Metro's leadership between now and 2030 is a missed opportunity. Again, this myopic approach could result in LA Metro having important funding opportunities pass it by. While the staff report paints a bleak picture of electrification, it is significant that staff concedes 67% of routes can be met by the bus range it believes represents the current state of technology. While the report focuses on the places where range is an impediment, why not focus on deploying electric buses expeditiously on the two-thirds of routes where the range is perfectly capable of meeting the needs of the agency right now? Many of these routes likely run through neighborhoods already hardest hit by air pollution where the majority households are heavily reliant on public transit.



This is also the perfect time to set interim benchmarks for 2026 and 2028 for electric bus deployments. Moreover, with such a competitive environment with other transit agencies with equally ambitious goals for electrification, eroding the 2030 goal now makes no sense. LA Metro has an incredible selling point in saying it has the most ambitious plans for bus electrification for a large transit agency in the United States.

II. LA Metro Cannot Be Lackadaisical in Remaining a Leader.

We want to applaud LA Metro's – Board and Staff – leadership on advancing ZEBs. The agency has made significant progress, and as a true North American leader in this space, transit agencies are benefiting even beyond our region. But, that leadership is not static. At the end of the year, LA Metro will have 145 battery electric buses delivered and in service. This will be the largest ZEB fleet in the nation. But, LA Metro's chart in the Board report shows these levels will remain relatively static until about 2026 and 2027. LA Metro will not maintain its leadership on ZEB deployments in LA County, yet alone nationally. Transit agencies across the country are rapidly deploying electric buses. For example, Los Angeles Department of Transportation will quickly replace LA Metro as the leader in electric bus deployments soon after LA Metro hits the 145-bus mark.

And, on a global scale, LA Metro is lagging on ZEB bus deployments. London has more than 600 electric buses in its transit fleet. Quebec just announced an effort to purchase more than 1,200 electric buses with a 186-mile range.¹ And, electric bus deployments in China proceed very quickly with some transit agencies having more than 10,000 electric buses in the fleet.

III. The Staff Analysis Does Not Incorporate Significant Recent Federal Actions.

We are also concerned that some of the analysis may not have fully incorporated the benefits of the Inflation Reduction Act (IRA) and the Bipartisan Infrastructure Law (BIL) into the bus purchase price and infrastructure. The BIL provides more than \$108 billion to public transit.² The historic \$740 billion dollar IRA contains many provisions that could benefit bus and motorcoach manufacturers, including a billion dollars for clean heavy duty vehicles, and tax credits for clean commercial vehicles and charging infrastructure.³ Since some of the programs are still being developed by the Biden Administration to implement this law, cost reductions from these programs are often not built into costs models for electric vehicles yet.

¹ See <https://www.carscoops.com/2023/05/quebec-to-buy-1229-electric-buses-in-massive-1-8-billion-deal/>.

² <https://www.apta.com/advocacy-legislation-policy/bipartisan-infrastructure-law-hub/>

³ \$740B Inflation Reduction Act funds grants, tax credits for bus industry, September 2, 2022 available at <https://www.busandmotorcoachnews.com/740b-inflation-reduction-act-funds-grants-tax-credits-for-bus-industry/>.



Also, the analysis does not reflect the fact that there is record funding at the federal and state level to support transportation electrification. Instead of spending time revamping the already produced zero-emission bus plan, it is probably a more productive time to review the many and varied strategies to advance bus electrification.

IV. Delay Is Actually More Costly.

We also believe that delaying the target date – may have a lower annual cost – but it is actually more expensive to achieve (e.g. 2030 conversion is \$4.189 billion and 2035 is \$4.392 billion). These costs are not just borne by Metro but also impact the region’s growing BEB manufacturing ecosystem that currently employs thousands of workers in Southern California as multiple national manufacturers have a footprint here. This sector is only set to grow larger with the increase in federal investments in the battery supply chain that positions LA County and Southern California to be the BEB manufacturing hub for the rest of the country. This decision to delay shifting to 100% ZEBs could harm this important and growing sector.

Moreover, a delay of five years to deliver the benefits of a ZEB transition to Equity Focused Communities is in and of itself an “equity-associated impact”. The staff report acknowledges that the Project’s service corridors are composed of 88 percent in low-income communities, 73 percent disadvantaged communities as defined by SB 535, and 61% equity focused communities as defined by Metro. Metro’s Equity Platform is designed to guide every facet of the agency’s business, including investments and new initiatives. A delay in delivering these benefits to these hardest-hit communities—already in the throes of disproportionate pollution burdens—runs contrary to Metro’s principal equity goal of eliminating existing disparities.

V. Infrastructure Concerns.

We remind the agency that the infrastructure concerns expressed in the report are best resolved by working with Metro’s utilities. We also remind the agency that Mayor Bass appoints all the Department of Water & Power Commissioners, and several other Board members on the LA City Council have oversight authority over this utility. It seems like a productive use of time would be to work with leaders committed to LA Metro’s missions and with some oversight authority over LA DWP to help overcome any infrastructure hurdles that may exist.

VI. Range Concerns are Overstated.

The range concerns and analysis in the Board Report need a more in-depth look. Importantly, we do not think the current assumption of a 150-mile to 160-mile current range with a 2% to 5% increase per year is accurate. Quebec just order 1,219 buses with a 186-mile range. Dallas



just put into service a bus with a close to 300-mile range.⁴ We also do not understand the reference to service blocks that are above 300-miles. According to the report, service blocks with a 300-mile range represent 14 of the 1800 Service Blocks – a mere .05% of total routes. It is odd to partially justify delaying an extra 5 years for routes that are a fraction of a percent of the overall routes.

VII. The Sooner We Can Remove Our Methane Burning Buses from Service, the Better.

Finally, we appreciate the staff removing the reference to the phrase “Clean Natural Gas” buses from the report. We suspect this was a typo where clean was supposed to mean “Compressed.” We remind the Board that like “clean coal,” there is no such thing as “clean natural gas.” While the methane industry has engaged in extensive branding, we now understand greatly the perils of combustion – especially for our region. While LA Metro’s use of “Renewable Natural Gas” (RNG) may make the staff and Board feel better about its use of methane burning buses, we remind the Board that the methane industry routinely claims that its gas is “clean” or “carbon negative” when it uses “book and claim” accounting to characterize fossil fuels as biomethane. Thus, a methane fuel provider will capture methane at a landfill in Michigan, a factory farm in Mississippi, or a dairy in Bakersfield and put the captured gas into the gas system, and claim credits under California’s Low Carbon Fuel Standard. But, the actual methane LA Metro is physically burning in its buses may just be a cocktail of conventionally captured gas, fracked gas, and some small portion of biomethane. Generally “RNG” is a paper exercise, and it is not a viable and scalable climate and clean air solution.

In sum, we encourage the Board not to agree to this delay in 100% ZEBs without further discussion and analysis. We recognize that it takes courage to continue the course in being a climate and clean air leader like the five other transit agencies in the region that have committed to 2030 for full ZEB conversion. But, the benefits are worth the hard work that it takes to meet 100% ZEBs by 2030. We look forward to continued engagement with LA Metro.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

CC: Stephanie Wiggins, CEO

⁴ See <https://dartdaily.dart.org/posts/news-post/darts-first-long-range-electric-bus-begins-revenue-service-2023>.

Law Office of Paula Pearlman
9610 Beverlywood Street Los Angeles, CA 90034
paula.d.pearlman@gmail.com 310.558.4808

May 23, 2023

Metro Board Public Comment
Los Angeles County
Metropolitan Transportation Authority

Via electronic mail: boardclerk@metro.net

Re: Public Safety, Metro Board Meeting, May 25, 2023, Agenda Items 12, 29

Dear METRO Board Members,

On behalf of my client, a resident of Valley Village in Los Angeles City Council District 2, I write to urge the Metro Board to address his safety concerns on the Metro Red line. My client uses the Red Line to commute to work every weekday to downtown Los Angeles. He boards the train at the North Hollywood station at 5:30am, and arrives most mornings at Pershing Square station at 6am.

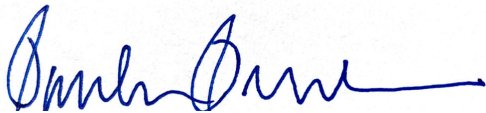
One January 5, 2023 he was assaulted by an unhoused person on the train who had blocked the door open and prevented the train from moving. Fortunately, he was not seriously physically injured but he has a lasting fear for his safety. He has also witnessed a myriad of other issues, including:

- People leaping onto the tracks in the subway station.
- Unhoused people regularly taking up seats to sleep on.
- Unhoused people doing drugs on the subway train car.
- People spewing racist rhetoric about hating whites and Asians.
- People pulling the red emergency ball preventing the train from moving forward.
- People playing loud music or making noises by banging on the seats of the subway train car.

Most recently, in early May, he witnessed someone carrying a metal object in the North Hollywood parking lot threatening someone else with it. The potential victim tried to enter the station, but the police refused to arrest the individual despite threatening someone else with the metal object.

The trains should be safe and available to everyone to use without fear for their safety. Given his work schedule, the costs of commuting and parking, my client is forced to use the train. He should not need to risk his bodily safety to get to and from work. We urge you to prioritize safety.

LAW OFFICE OF PAULA PEARLMAN



Paula Pearlman

cc: Mayor Karen Bass, mayor.helpdesk@lacity.org ; LA City Council President Paul Krekorian, Councilmember.Krekorian@lacity.org