



Board Report

File #: 2022-0418, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 23, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 26, 2022.

**Comment & Speakers List
Board Month: May 2022**

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller 0660	P&P CONSENT CALENDAR	GENERAL COMMENT
2	North Los Angeles County Transporation Coalition JPA	P&P #6	FOR
3	Caller 0668	P&P #8/9	FOR
4	Caller 5684 - MoveLA	P&P #8/9	FOR
5	Caller 3398 - The Port of Long Beach	P&P #8/9	FOR
6	Caller 4886 - Legislative Assistant for Assemblymember Garcia	P&P #8/9	FOR
7	Caller 4589 - Mayor of the City of Commerce	P&P #8/9	FOR
8	Caller 0660	P&P #8/9	FOR
9	Coalition for Environmental Health and Justice	P&P #8/9	FOR
10	Josh Vredevoogd	P&P #8/9	FOR
11	Michael Schneider	P&P #8/9	FOR
12	Meggie Kelley	P&P #8/9	FOR
13	Susannah Lowber	P&P #8/9	FOR
14	Allen Liou	P&P #8/9	FOR
15	Arjun Kolachalam	P&P #8/9	FOR
16	Mike Dow	P&P #8/9	FOR
17	Prabhu Reddy	P&P #8/9	FOR
18	Nicholas Burns	P&P #8/9	FOR
19	Mimi Holt	P&P #8/9	FOR
20	Erin Sullivan	P&P #8/9	FOR
21	Trevor Reed	P&P #8/9	FOR
22	Justin Howe	P&P #8/9	FOR
23	Mark Sanborn	P&P #8/9	FOR
24	Matt Ruscigno	P&P #8/9	FOR
25	Michael Siegel	P&P #8/9	FOR
26	Olga Lexell	P&P #8/9	FOR
27	Sean Broadbent	P&P #8/9	FOR
28	Elias Platte-Bermeo	P&P #8/9	FOR
29	Kelly Wright	P&P #8/9	FOR
30	Natalie Freidberg	P&P #8/9	FOR
31	Tesia Meade	P&P #8/9	FOR

32	Nimesh Rajakumar	P&P #8/9	FOR
33	Aida Ashouri	P&P #8/9	FOR
34	Liang Yu	P&P #8/9	FOR
35	Jose Rodriguez	P&P #8/9	FOR
36	Thanos Trezos	P&P #8/9	FOR
37	Nicholas Lidster	P&P #8/9	FOR
38	Jacob Wasserman	P&P #8/9	FOR
39	Ellington Peet	P&P #8/9	FOR
40	Sam Shapiro-Kline	P&P #8/9	FOR
41	John Perry	P&P #8/9	FOR
42	Ava Marinelli	P&P #8/9	FOR
43	Andrew Reich	P&P #8/9	FOR
44	Lionel Mares	P&P #8/9	FOR
45	Daniel Hoffman Bezinovich	P&P #8/9	FOR
46	Brooke Nowling	P&P #8/9	FOR
47	Luke Kim	P&P #8/9	FOR
48	Carol Springer	P&P #8/9	FOR
49	Arlene G. Ríos	P&P #8/9	FOR
50	Sean Meredith	P&P #8/9	FOR
51	Tania Becker	P&P #8/9	FOR
52	Gustavo Hemstreet	P&P #8/9	FOR
53	Reuven Firestone	P&P #8/9	FOR
54	Tieira	P&P #8/9	FOR
55	Heather Johnson	P&P #8/9	FOR
56	Auguste Miller	P&P #8/9	FOR
57	Babak Dorji	P&P #8/9	FOR
58	Jennifer De la Rosa	P&P #8/9	FOR
59	Aaron Stein-Chester	P&P #8/9	FOR
60	Kiersten Stanley	P&P #8/9	FOR
61	Herbert Vogler	P&P #8/9	FOR
62	Tal L	P&P #8/9	FOR
63	Josh Graybill	P&P #8/9	FOR
64	Joshua Galiley	P&P #8/9	FOR
65	Jennifer Ho	P&P #8/9	FOR
66	Lucky Darling	P&P #8/9	FOR
67	Je-Show Yang	P&P #8/9	FOR
68	Riley Scarfo	P&P #8/9	FOR
69	Phil Hong	P&P #8/9	FOR
70	Edwin Sun	P&P #8/9	FOR
71	Jessica Brown	P&P #8/9	FOR
72	Billy Yates	P&P #8/9	FOR

73	Alex Murphy	P&P #8/9	FOR
74	James Jeon	P&P #8/9	FOR
75	Ianthe Zevos	P&P #8/9	FOR
76	Misha Askren	P&P #8/9	FOR
77	Wesley T Chuang	P&P #8/9	FOR
78	Wesley Reutimann	P&P #8/9	FOR
79	May Gonzalez	P&P #8/9	FOR
80	Jamie Farrell	P&P #8/9	FOR
81	Jenni Armstrong	P&P #8/9	FOR
82	Claire Zeng	P&P #8/9	FOR
83	Kent Strumpell	P&P #8/9	FOR
84	Judith Teitelman	P&P #8/9	FOR
85	Nicolas Burrier	P&P #8/9	FOR
86	Theodore Baker	P&P #8/9	FOR
87	Caro Vilain	P&P #8/9	FOR
88	Nina Long	P&P #8/9	FOR
89	Grant Blakeman	P&P #8/9	FOR
90	Caller 5684 - MoveLA	P&P #10	FOR
91	Caller 0660	P&P #10	ITEM NEEDS MORE CONSIDERATION
92	Caller User 1	P&P #11	ITEM NEEDS MORE CONSIDERATION
93	Caller 7449	P&P #12	AGAINST
94	Investing in Place	FB&A #15	ITEM NEEDS MORE CONSIDERATION
95	Allon Percus	FB&A #15	ITEM NEEDS MORE CONSIDERATION
96	Ben Parnas	FB&A #15	ITEM NEEDS MORE CONSIDERATION
97	Alice Izsak	FB&A #15	ITEM NEEDS MORE CONSIDERATION
98	Valerie Morishige	FB&A #15	ITEM NEEDS MORE CONSIDERATION
99	Kelly Wright	FB&A #15	ITEM NEEDS MORE CONSIDERATION
100	Natalya Zernitskaya	FB&A #15	ITEM NEEDS MORE CONSIDERATION
101	Dr. Michael Etzel	FB&A #15	ITEM NEEDS MORE CONSIDERATION
102	Lionel Mares	FB&A #15	ITEM NEEDS MORE CONSIDERATION
103	Nancy Matson	FB&A #15	ITEM NEEDS MORE CONSIDERATION
104	Wesley Reutimann	FB&A #15	ITEM NEEDS MORE CONSIDERATION
105	Joe Linton	FB&A #15	ITEM NEEDS MORE CONSIDERATION
106	Cora Went	FB&A #15	ITEM NEEDS MORE CONSIDERATION
107	Rosie Dwyer	FB&A #15	ITEM NEEDS MORE CONSIDERATION
108	Lorenzo Mutia	FB&A #15	ITEM NEEDS MORE CONSIDERATION
109	Geoff Fudenberg	FB&A #15	ITEM NEEDS MORE CONSIDERATION
110	Nicholas Burns III	FB&A #15	ITEM NEEDS MORE CONSIDERATION
111	Nelson Tracey	FB&A #15	ITEM NEEDS MORE CONSIDERATION
112	Kasia J	FB&A #15	ITEM NEEDS MORE CONSIDERATION
113	Sharon Ignarro	FB&A #15	ITEM NEEDS MORE CONSIDERATION
114	Evan Kerr	FB&A #15	ITEM NEEDS MORE CONSIDERATION
115	Laura Cowan	FB&A #15	ITEM NEEDS MORE CONSIDERATION
116	Auguste Miller	FB&A #15	ITEM NEEDS MORE CONSIDERATION
117	Austin Phung	FB&A #15	ITEM NEEDS MORE CONSIDERATION
118	Grace Doyle	FB&A #15	ITEM NEEDS MORE CONSIDERATION

119	Susannah Lowber	FB&A #15	ITEM NEEDS MORE CONSIDERATION
120	Olga Lexell	FB&A #15	ITEM NEEDS MORE CONSIDERATION
121	Brian Girvan	FB&A #15	ITEM NEEDS MORE CONSIDERATION
122	Diego Tamayo	FB&A #15	ITEM NEEDS MORE CONSIDERATION
123	Spencer Christiano	FB&A #15	ITEM NEEDS MORE CONSIDERATION
124	Tyler Koke	FB&A #15	ITEM NEEDS MORE CONSIDERATION
125	Eric Chu	FB&A #15	ITEM NEEDS MORE CONSIDERATION
126	Raena Marder	FB&A #15	ITEM NEEDS MORE CONSIDERATION
127	Sarah Patzer	FB&A #15	ITEM NEEDS MORE CONSIDERATION
128	Michael Schneider	FB&A #15	ITEM NEEDS MORE CONSIDERATION
129	Alex Hedbany	FB&A #15	ITEM NEEDS MORE CONSIDERATION
130	Eleanor Rutledge-Leverenz	FB&A #15	ITEM NEEDS MORE CONSIDERATION
131	Jackson Kopitz	FB&A #15	ITEM NEEDS MORE CONSIDERATION
132	James Jeon	FB&A #15	ITEM NEEDS MORE CONSIDERATION
133	Jonathan Beckhardt	FB&A #15	ITEM NEEDS MORE CONSIDERATION
134	Loraine Lundquist	FB&A #15	ITEM NEEDS MORE CONSIDERATION
135	Jessica Ruvalcaba	FB&A #15	ITEM NEEDS MORE CONSIDERATION
136	Richard Wood	FB&A #15	ITEM NEEDS MORE CONSIDERATION
137	Arjun Kolachalam	FB&A #15	ITEM NEEDS MORE CONSIDERATION
138	Prabhu Reddy	FB&A #15	ITEM NEEDS MORE CONSIDERATION
139	Ava Marinelli	FB&A #15	ITEM NEEDS MORE CONSIDERATION
140	CJ Hoke	FB&A #15	ITEM NEEDS MORE CONSIDERATION
141	Tesia Meade	FB&A #15	ITEM NEEDS MORE CONSIDERATION
142	Wesley Chuang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
143	Rosalie Wayne	FB&A #15	ITEM NEEDS MORE CONSIDERATION
144	Lia Yeh	FB&A #15	ITEM NEEDS MORE CONSIDERATION
145	Lyndsey Nolan	FB&A #15	ITEM NEEDS MORE CONSIDERATION
146	Calvin Ye	FB&A #15	ITEM NEEDS MORE CONSIDERATION
147	Sean Vo	FB&A #15	ITEM NEEDS MORE CONSIDERATION
148	Megan Kelley	FB&A #15	ITEM NEEDS MORE CONSIDERATION
149	Tal Levy	FB&A #15	ITEM NEEDS MORE CONSIDERATION
150	Jacob Wasserman	FB&A #15	ITEM NEEDS MORE CONSIDERATION
151	Sophie Nenner	FB&A #15	ITEM NEEDS MORE CONSIDERATION
152	Jeffrey Wang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
153	Topher Hendricks	FB&A #15	ITEM NEEDS MORE CONSIDERATION
154	Mike Peck	FB&A #15	ITEM NEEDS MORE CONSIDERATION
155	Stephanie Feinerman	FB&A #15	ITEM NEEDS MORE CONSIDERATION
156	John M. Erickson	FB&A #15	ITEM NEEDS MORE CONSIDERATION
157	Josh Vredevoogd	FB&A #15	ITEM NEEDS MORE CONSIDERATION
158	Ben Hanpeter	FB&A #15	ITEM NEEDS MORE CONSIDERATION
159	Ray Dang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
160	Madeleine Kim	FB&A #15	ITEM NEEDS MORE CONSIDERATION
161	Yuval Yossefy	FB&A #15	ITEM NEEDS MORE CONSIDERATION
162	Shadow Shadow	FB&A #15	ITEM NEEDS MORE CONSIDERATION
163	Robert DeJesus	FB&A #15	ITEM NEEDS MORE CONSIDERATION
164	Allison Mannos	FB&A #15	ITEM NEEDS MORE CONSIDERATION
165	Dylan Gasperik	FB&A #15	ITEM NEEDS MORE CONSIDERATION
166	Dylan Cole Morgen	FB&A #15	ITEM NEEDS MORE CONSIDERATION

167	Kasey Ventura	FB&A #15	ITEM NEEDS MORE CONSIDERATION
168	Nina Long	FB&A #15	ITEM NEEDS MORE CONSIDERATION
169	Sarah Back	FB&A #15	ITEM NEEDS MORE CONSIDERATION
170	Natalie Hernandez	FB&A #15	ITEM NEEDS MORE CONSIDERATION
171	Aliyah Shaikh	FB&A #15	ITEM NEEDS MORE CONSIDERATION
172	Tanner Vandebosch	FB&A #15	ITEM NEEDS MORE CONSIDERATION
173	Bart Reed	FB&A #15	ITEM NEEDS MORE CONSIDERATION
174	Remy De La Peza	FB&A #15	ITEM NEEDS MORE CONSIDERATION
175	Maegan Ortiz	FB&A #15	ITEM NEEDS MORE CONSIDERATION
176	Michael Lopez	FB&A #15	ITEM NEEDS MORE CONSIDERATION
177	Ava Marinelli	FB&A #15	ITEM NEEDS MORE CONSIDERATION
178	Dayton Martindale	FB&A #15	ITEM NEEDS MORE CONSIDERATION
179	Dorothy Le Suchkova	FB&A #15	ITEM NEEDS MORE CONSIDERATION
180	Wesley Chuang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
181	Lina Stepick	FB&A #15	ITEM NEEDS MORE CONSIDERATION
182	Auguste Miller	FB&A #15	ITEM NEEDS MORE CONSIDERATION
183	Matt Wade	FB&A #15	ITEM NEEDS MORE CONSIDERATION
184	Caller 5684 - MoveLA	FB&A #15	ITEM NEEDS MORE CONSIDERATION
185	Caller 0291	FB&A GENERAL COMMENT	GENERAL COMMENT
186	Caller 8255	Budget PH	ITEM NEEDS MORE CONSIDERATION
187	Caller 2071	Budget PH	ITEM NEEDS MORE CONSIDERATION
188	Caller 5684 - MoveLA	Budget PH	ITEM NEEDS MORE CONSIDERATION
189	Caller 0818 - ACT LA	Budget PH	ITEM NEEDS MORE CONSIDERATION
190	Caller 2727	Budget PH	ITEM NEEDS MORE CONSIDERATION
191	Caller 4389	Budget PH	ITEM NEEDS MORE CONSIDERATION
192	Caller 5322	Budget PH	ITEM NEEDS MORE CONSIDERATION
193	Caller 0119 - ACT LA	Budget PH	ITEM NEEDS MORE CONSIDERATION
194	Caller 5801	OPS #19	FOR
195	Caller 0818 - ACT LA	OPS #19	FOR
196	Caller 8423	OPS #21	ITEM NEEDS MORE CONSIDERATION
197	Caller 5801	OPS #21	ITEM NEEDS MORE CONSIDERATION
198	Caller 8423	OPS #22	ITEM NEEDS MORE CONSIDERATION
199	Caller 5801	OPS #22	ITEM NEEDS MORE CONSIDERATION
200	Caller 0818 - ACT LA	OPS #22	ITEM NEEDS MORE CONSIDERATION
201	Caller 8423	OPS #24	FOR
202	Caller 5801	OPS GENERAL COMMENT	GENERAL COMMENT
203	Caller 8423	OPS GENERAL COMMENT	GENERAL COMMENT
204	Noah Schrayter	OPS GENERAL COMMENT	GENERAL COMMENT
205	Rail Passenger Association of California and Nevada	CON #25	FOR
206	Brian Yanity	CON #25	FOR
207	Caller 0640 - Regional Director for High Speed Rail Authority	CON #25	FOR
208	Caller User 1	EMC #31	ITEM NEEDS MORE CONSIDERATION
209	Caller 5684 - MoveLA	EMC #31	FOR

210	Caller User 1	EMC General	GENERAL COMMENT
211	Caller 7719	LA Safe #1	GENERAL COMMENT
212	Caller 5065	LA Safe #2	FOR
213	Caller 7719	LA Safe #2	FOR
214	Caller 7719	LA Safe #3	ITEM NEEDS MORE CONSIDERATION
215	Caller 5065	LA Safe #3	ITEM NEEDS MORE CONSIDERATION
216	Caller 7719	LA General	GENERAL COMMENT
217	Caller 7719	RBM CONSENT CALENDAR	GENERAL COMMENT
218	Caller 5065	RBM CONSENT CALENDAR	FOR #8
219	Caller 5684 - MoveLA	RBM CONSENT CALENDAR	FOR #8
220	Caller 8228	RBM CONSENT CALENDAR	FOR #8
221	Caller 1985	RBM CONSENT CALENDAR	GENERAL COMMENT
222	Caller 6446	RBM CONSENT CALENDAR	FOR #8
223	Caller 8876	RBM CONSENT CALENDAR	FOR #8
224	Caller 6600	RBM CONSENT CALENDAR	FOR #8
225	Caller 5597	RBM CONSENT CALENDAR	FOR #9
226	Caller 5181	RBM CONSENT CALENDAR	FOR #8
227	Caller 0930	RBM CONSENT CALENDAR	FOR #8
228	Caller 9262	RBM CONSENT CALENDAR	FOR #8
229	Caller 3993	RBM CONSENT CALENDAR	FOR #8
230	Caller 5678	RBM CONSENT CALENDAR	FOR #8
231	Caller 6945	RBM CONSENT CALENDAR	FOR #8
232	Caller 6941	RBM CONSENT CALENDAR	GENERAL COMMENT
233	Caller 8972	RBM CONSENT CALENDAR	GENERAL COMMENT
234	Caller 2279	RBM CONSENT CALENDAR	FOR #8
235	Caller 7688 - Denise, Councilmember in South Gate	RBM CONSENT CALENDAR	FOR #8
236	Caller 5531	RBM CONSENT CALENDAR	FOR #8
237	Caller 0184	RBM CONSENT CALENDAR	FOR #8
238	Caller 9345	RBM CONSENT CALENDAR	GENERAL COMMENT

239	Caller 5808	RBM CONSENT CALENDAR	FOR #8
240	Caller 2685	RBM CONSENT CALENDAR	FOR #8
241	Caller 4381	RBM CONSENT CALENDAR	GENERAL COMMENT
242	Caller 9516	RBM CONSENT CALENDAR	AGAINST #2
243	Caller 9516	RBM CONSENT CALENDAR	FOR #25
244	Caller 8622	RBM CONSENT CALENDAR	FOR #8
245	Caller 7554	RBM CONSENT CALENDAR	FOR #8
246	Caller 6066	RBM CONSENT CALENDAR	FOR #8
247	Caller 4163	RBM CONSENT CALENDAR	FOR #8
248	Caller 7476	RBM CONSENT CALENDAR	FOR #8
249	Caller 5801	RBM #4	GENERAL
250	Caller 5065	RBM #4	GENERAL
251	Caller 6446	RBM #4	FOR
252	Senator Lena Gonzalez	RBM #8	FOR
253	Hannah Gibson	RBM #8/9	FOR/FOR
254	Rex Richardson, Long Beach Vice Mayor, 9th District Councilmember	RBM #9	FOR
255	Renette Mazza. President, Hamilton Neighborhood Association	RBM #9	FOR
256	Monica Keller, President, Starr King Neighborhood Association	RBM #9	FOR
257	Dan Pressburg, President, DeForest Park Neighborhood Association	RBM #9	FOR
258	Joni Ricks-Oddie, Vice President, DeForest Park Neighborhood Association	RBM #9	FOR
259	Long Beach Forward	RBM #9	FOR
260	The Port of Los Angeles	RMB #9	FOR
261	Assemblymember Cristina Garcia	RMB #9	FOR
262	Cynde Soto	RBM #9	FOR
263	Gilbert Estrada	RBM #9	FOR
264	Caller 7581	RBM #9	FOR
265	Caller 6600	RBM #9	FOR
266	Caller 7815	RBM #9	FOR
267	Caller 5065	RBM #9	FOR
268	Caller 8228	RBM #9	FOR
269	Caller 0668	RBM #9	FOR

270	Caller 6183	RBM #9	FOR
271	Caller 6945	RBM #9	FOR
272	Caller 4459	RBM #9	FOR
273	Caller 2034 - Mayor of Cudahy	RBM #9	FOR
274	Caller 4886 - Legislative Assistant for Assemblymember Garcia	RBM #9	FOR
275	Caller 0066 - Mayor Robert Garcia	RBM #9	FOR
276	Caller 6639	RBM #9	FOR
277	Caller 9820	RBM #9	FOR
278	Caller 4758	RBM #9	FOR
279	Caller 2990	RBM #9	FOR
280	Caller 6446	RBM #9	FOR
281	Caller 8295	RBM #9	FOR
282	Caller 0448 - Mayor of City of Commerce	RBM #9	FOR
283	Caller 2959	RBM #9	FOR
284	Caller 9262	RBM #9	FOR
285	Caller 0930	RBM #9	FOR
286	Caller 0660	RBM #9	FOR
287	Padric Gleason Gonzales	RBM #9/15	FOR/AGAINST
288	Lucky Darling	RBM #9/15	FOR/AGAINST
289	Jacob Wasserman	RBM #9/15	FOR/AGAINST
290	Ray Dang	RBM #9/15	FOR/AGAINST
291	Eike Exner	RBM #9/15	FOR/AGAINST
292	Sam Shapiro-Kline	RBM #9/15	FOR/AGAINST
293	Andrew Reich	RBM #9/15	FOR/AGAINST
294	Lauren Teebor	RBM #9/15	FOR/AGAINST
295	Samantha and Navine Karim	RBM #9/15	FOR/AGAINST
296	Tyler Schwartz	RBM #9/15	FOR/AGAINST
297	Je-Show Yang	RBM #9/15	FOR/AGAINST
298	Stephen Heaney	RBM #9/15	FOR/AGAINST
299	Faith Myhra	RBM #9/15	FOR/AGAINST
300	Andre Villasenor	RBM #9/15	FOR/AGAINST
301	Tyler Mathews	RBM #9/15	FOR/AGAINST
302	Olga Lexell	RBM #9/15	FOR/AGAINST
303	Alexanderra C Totz	RBM #9/15	FOR/AGAINST
304	Jonathan Lang	RBM #9/15	FOR/AGAINST
305	Sun Yu	RBM #9/15	FOR/AGAINST
306	Edwin Sun	RBM #9/15	FOR/AGAINST
307	Kelly Wright	RBM #9/15	FOR/AGAINST
308	Daniel Warner	RBM #9/15	FOR/AGAINST
309	David Michel	RBM #9/15	FOR/AGAINST
310	Wesley Reutimann	RBM #9/15	FOR/AGAINST
311	May Sarmac	RBM #9/15	FOR/AGAINST
312	Matt Babb	RBM #9/15	FOR/AGAINST
313	Taylor Fitzgerald	RBM #9/15	FOR/AGAINST
314	Mia Grindon	RBM #9/15	FOR/AGAINST

315	Ian Lundy	RBM #9/15	FOR/AGAINST
316	Carey Bennett	RBM #9/15	FOR/AGAINST
317	Dirk-Jan Haanraadts	RBM #9/15	FOR/AGAINST
318	Mary MacVean	RBM #9/15	FOR/AGAINST
319	George Hewitt	RBM #9/15	FOR/AGAINST
320	Kathleen Smith	RBM #9/15	FOR/AGAINST
321	Hannah Gibson	RBM #9/15	FOR/AGAINST
322	Joseph Geumlek	RBM #9/15	FOR/AGAINST
323	Connie Vandergriff	RBM #9/15	FOR/AGAINST
324	Judy Branfman	RBM #9/15	FOR/AGAINST
325	Gil Blank	RBM #9/15	FOR/AGAINST
326	Linda Tang	RBM #9/15	FOR/AGAINST
327	Reuven Firestone	RBM #9/15	FOR/AGAINST
328	Robert Weber	RBM #9/15	FOR/AGAINST
329	Matthew Leeds	RBM #9/15	FOR/AGAINST
330	David Feuer	RBM #9/15	FOR/AGAINST
331	Renee Rubin	RBM #9/15	FOR/AGAINST
332	Byron Scott	RBM #9/15	FOR/AGAINST
333	Trevor Reed	RBM #9/15	FOR/AGAINST
334	Rosie Dwyer	RBM #9/15	FOR/AGAINST
335	Nancy Matson	RBM #9/15	FOR/AGAINST
336	Chase Engelhardt	RBM #15	AGAINST
337	Caller 0660	RBM #10	FOR
338	Will Wright	RBM #15	AGAINST
339	Yuval Yossefy	RBM #15	AGAINST
340	Jane Paul	RBM #15	AGAINST
341	Silvia Fabian	RBM #15	AGAINST
342	John Perry	RBM #15	AGAINST
343	Cordelia Arterian	RBM #15	AGAINST
344	Connie Kwong	RBM #15	AGAINST
345	Stacie D. Williams	RBM #15	AGAINST
346	Aliyah Shaikh	RBM #15	AGAINST
347	Steph Shaw	RBM #15	AGAINST
348	Sanketh Yayathi	RBM #15	AGAINST
349	Silvia Marroquin	RBM #15	AGAINST
350	Marc Reta	RBM #15	AGAINST
351	Aida Ashouri	RBM #15	AGAINST
352	Michael Enriquez	RBM #15	AGAINST
353	Cheryl Auger	RBM #15	AGAINST
354	Tony Rodriguez	RBM #15	AGAINST
355	Kate Grodd	RBM #15	AGAINST
356	wuddaworld	RBM #15	AGAINST
357	Angel Hafer	RBM #15	AGAINST
358	Alfonso Directo Jr.	RBM #15	AGAINST
359	Lauren Flans	RBM #15	AGAINST
360	David Levitus	RBM #15	AGAINST
361	Jesus Benavides	RBM #15	AGAINST
362	Wesley Chuang	RBM #15	AGAINST

363	Laura Shady	RBM #15	AGAINST
364	Grant M. Sunoo	RBM #15	AGAINST
365	Erica Rosbe	RBM #15	AGAINST
366	Amanda Lasher	RBM #15	AGAINST
367	Kathleen Wisneski	RBM #15	AGAINST
368	Maria Jose Vides	RBM #15	AGAINST
369	Jessica Craven	RBM #15	AGAINST
370	Allyson Lambert	RBM #15	AGAINST
371	Rachael Mason	RBM #15	AGAINST
372	Colin Wambsgans	RBM #15	AGAINST
373	Marsha Thomason-Sykes	RBM #15	AGAINST
374	Dylan Cole Morgen	RBM #15	AGAINST
375	Debra Mendez	RBM #15	AGAINST
376	Maryann Aguirre	RBM #15	AGAINST
377	Kasey Ventura	RBM #15	AGAINST
378	Stanley M Johnson	RBM #15	AGAINST
379	Kathryn Loutzenheiser	RBM #15	AGAINST
380	Allison Mannos	RBM #15	AGAINST
381	Dylan Kohler	RBM #15	AGAINST
382	Je-Show Yang	RBM #15	AGAINST
383	Elizabeth McKee	RBM #15	AGAINST
384	Alexandra Suh	RBM #15	AGAINST
385	Ava Marinelli	RBM #15	AGAINST
386	Oscar U. Zarate	RBM #15	AGAINST
387	Jake Rosen	RBM #15	AGAINST
388	Eve Bachrach	RBM #15	AGAINST
389	Sonia Suresh	RBM #15	AGAINST
390	Chih-Wei Hsu	RBM #15	AGAINST
391	MoveLA	RBM #15	ITEM NEEDS MORE CONSIDERATION
392	Caller 7072	RBM #15	ITEM NEEDS MORE CONSIDERATION
393	Caller 6452	RBM #15	ITEM NEEDS MORE CONSIDERATION
394	Caller 0660	RBM #15	ITEM NEEDS MORE CONSIDERATION
395	Caller 3890	RBM #15	ITEM NEEDS MORE CONSIDERATION
396	Caller 7028	RBM #15	ITEM NEEDS MORE CONSIDERATION
397	Caller 5322	RBM #15	ITEM NEEDS MORE CONSIDERATION
398	Caller 3478	RBM #15	ITEM NEEDS MORE CONSIDERATION
399	Communities Actively Living Independent & Free (CALIF)	RBM #34	FOR
400	Caller 5065	RBM General	GENERAL COMMENT
401	Caller 7559 - Jobs Move America	RBM General	GENERAL COMMENT
402	Caller 8663	RBM General	GENERAL COMMENT - DODGER'S GONDOLA
403	Caller 0660	RBM General	GENERAL COMMENT - CODE ON CONDUCT
404	Caller 7559 - Jobs Move America	RBM Closed Session	GENERAL COMMENT



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

13th May, 2022

Hon. Tim Sandoval, Chair,
And Construction Committee members
Los Angeles County Metropolitan Transportation Authority

Via Email

LINK-US Construction Funding – Support

Dear Chair Sandoval and Committee members:

From Chatsworth to Pomona, and from Lancaster to Norwalk, Los Angeles County communities will benefit from a radical improvement in regional rail service once the Link-US project is complete. For the first time Metrolink will be able to offer a competitive service linking dozens of communities *with each other*, not just with downtown Los Angeles.

If you stand alongside the 101 freeway in downtown Los Angeles and observe the traffic, you will note that most vehicles pass through, rather than entering or exiting at the downtown ramps. By changing Union Station from a railroad cul-de-sac to a through station it will be possible to offer a service that competes with the freeway and will attract many of these single occupancy car trips onto trains.

This project also improves air quality downtown by eliminating idling locomotives, and saves Metrolink and Amtrak hours of crew time that can be effectively used adding more service.

Regional and intercity passenger rail are below the standard that the people of Los Angeles County need and deserve. Link-US represents a major step forward in providing the County and Southern California with a mobility option that will be faster and more convenient and will be competitive with the private automobile. Please support this funding package and move the project forward.

Sincerely, SIGNED

Paul Dyson, President Emeritus (Burbank)

Brian Yanity, Vice President, South.

RailPAC is a 501c3 volunteer passenger rail advocacy group, since 1978.

From: [REDACTED]
Sent: Monday, May 16, 2022 5:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Construction Committee 5/19/2022 meeting; FOR agenda item #25,

Hello,

I would like to express that I am FOR (in favor) of the Metro Construction Committee approving agenda item #25:

- A. The California High Speed Rail Authority Project Management Funding Agreement (PMFA) in the amount of \$423.335 million for the Link US Phase A Project and authorize the CEO to execute the Project Management Funding Agreement (PMFA) pursuant to Senate Bill 1029;
- and
- B. A Partial Preconstruction Phase Life of Project Budget in the amount of \$297.818 million, including \$121.382 million for the new Preconstruction Work and \$176.436 million for work previously approved by the Board since 2015.

Best regards,

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

INVESTING *in* PLACE

May 17, 2022

RE: Metro Budget Hearing – FY23

Dear Metro Board of Directors and CEO Wiggins,

As you consider Metro's projected \$8.8 billion-dollar budget for Fiscal Year 2023, Metro's largest budget in its history, please consider these points that are critical but often not discussed.

1. Investments in bus operations have remained relatively flat over the past three decades. And census data shows that Los Angeles County's population grew during that time by 1 million people—all looking for improved access, reliability and safety in getting where they want and need to go.
2. Those who rely on bus service in Los Angeles (largely people with lower incomes and with Black, Latino, Asian and Pacific Islander ethnicity) have been getting less and less over the years:
 - A. Fewer service hours – now at the lowest point since the mid-90s
 - B. Slower speeds – average 12 mph on weekdays (too few bus-only lanes)
 - C. Unpredictable schedules – service cut and restored numerous times

3. [These challenges are heightened by the current shortage of transit operators, which will continue as long as wages and conditions remain poor.](#)

4. Considering the above 3 points, we ask Metro to:

- A. Increase funding for bus operations, including a boost to operator pay
- B. Fulfill NextGen promises of investments addressing speed and reliability, and share the plan and project list with the public
- C. Fully fund a NextGen community partnership program to build support and localized leadership for bus only lanes and other quick build NextGen speed and reliability investments.

Data and detail supporting these points are included on the following pages.

Budget for Bus Operations Has Remained Relatively Flat

As we review the draft FY23 budget along with previous years of investments, we are struck by the fact that Metro's investments in bus operations have changed very little over the past 28 years. (See our [spreadsheets](#) for more detail.)

Figure 1 highlights the past decade in particular, featuring actual (not projected) data reported by LA Metro to the National Transit Database (NTD).

INVESTING *in* PLACE

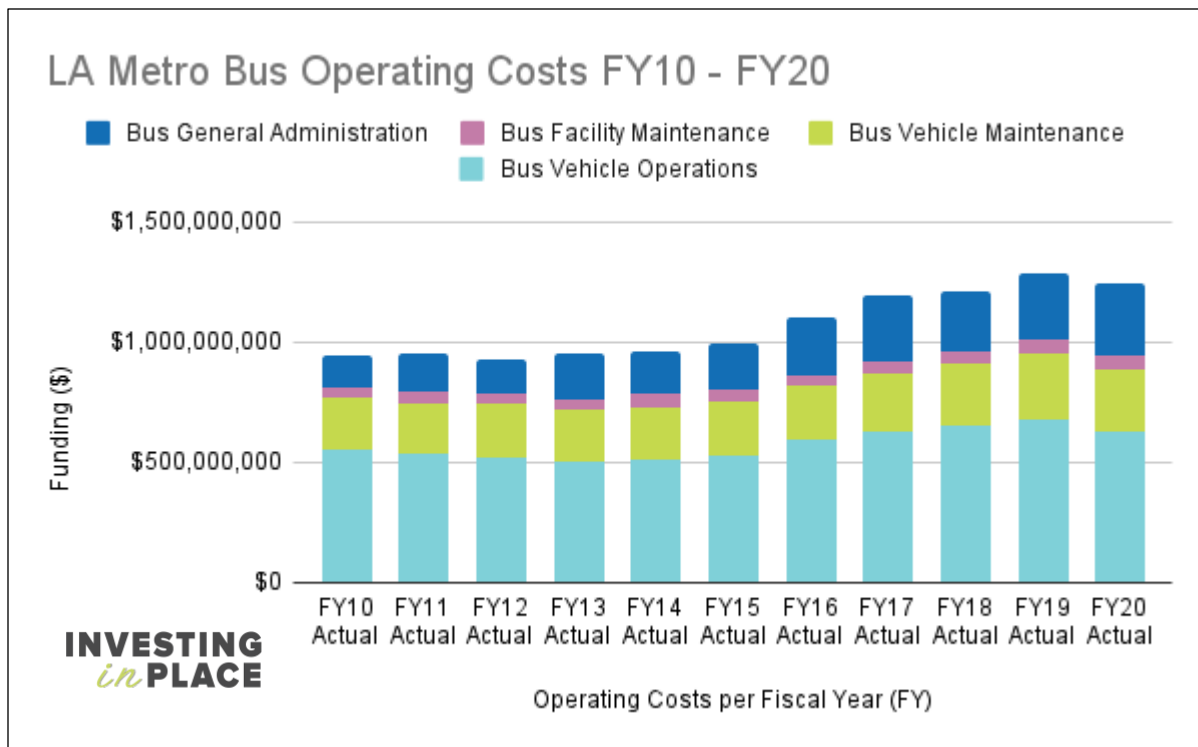


Figure 1: Metro bus operating costs from FY10-FY20.

- Vehicle Operations includes wages, salaries and expenses related to all activities associated with dispatching and running vehicles to carry passengers.
- Vehicle maintenance includes wages, salaries and expenses incurred during all activities related to keeping vehicles operational and in good repair.
- Facility maintenance includes all activities related to keeping buildings, structures, roadways, track, and other non-vehicle assets operational and in good repair.
- General administration includes wages, salaries, and expenses incurred to perform support and administrative activities.

Data source: [National Transit Database](#).

As you can see, bus operating costs have not increased much over the past 10 years. The exception is an increase between FY15 and FY17, partly due to a sizable increase in wages, salaries and expenses for people working in the general administration of bus services.

Bus Service is At Lowest Point Since the '90s

We have collected data on Metro's revenue service hours for buses for the past 28 years. We encourage you to review our [spreadsheets](#) as well as Figure 2 below.

INVESTING *in* PLACE

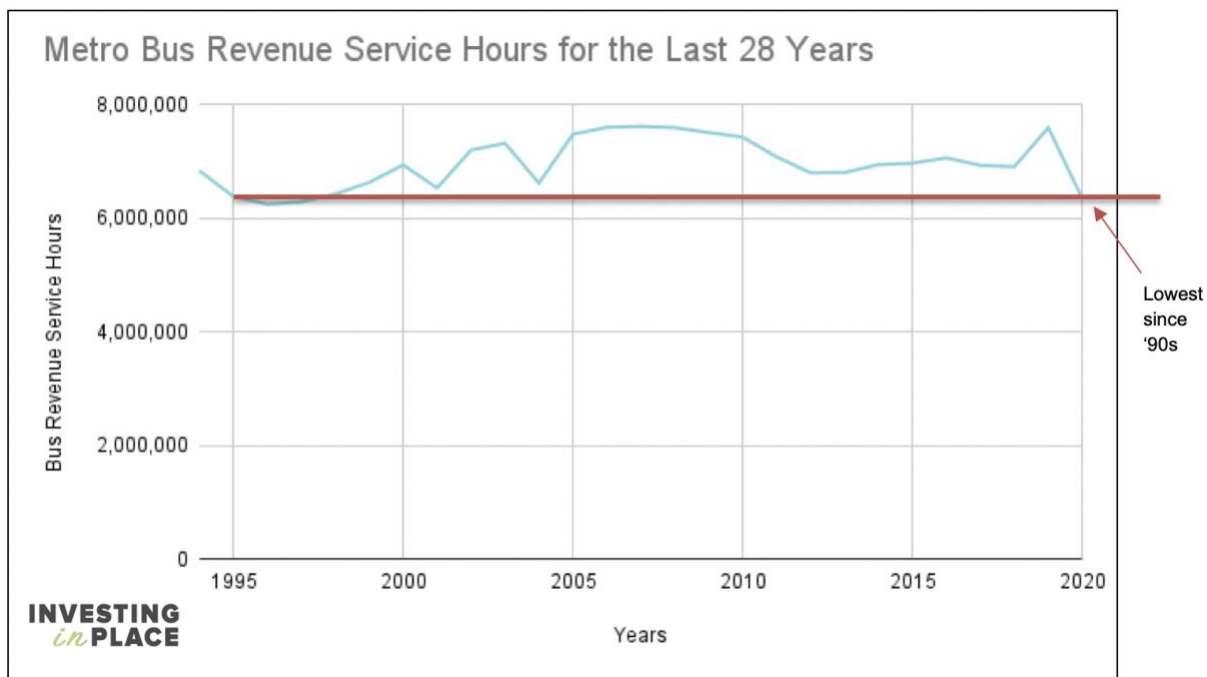


Figure 2: Metro Bus Revenue Service Hours (RSH) from FY94 - FY20 (actuals). RSH is the hours that vehicles/passenger cars travel while in revenue service.

Vehicle revenue hours (VRH) include:

- Revenue service
- Layover/recovery time

Actual vehicle revenue hours exclude:

- Deadhead (vehicle in operation in between trips without passengers on board)
- Operator training
- Maintenance testing
- School bus and charter services

RSH is in actuals. Data source: [National Transit Database](#).

Figure 2 shows that bus revenue service hours have remained flat for much of LA Metro's existence, meaning that bus riders have experienced roughly the same amount of bus service since LA Metro was formed in 1993. When you factor in today's lower bus speeds, service is actually worse.

Further, the volume of service hours has become much more volatile due to COVID-19, with bus service cut and restored on numerous occasions. This complicates life and work for those who rely on our buses to get around.

Operator Shortage Impedes Service Improvements

As of March 2022, Metro is [short 609 bus and rail operators](#) (source: Metro Board Report April 2022, Agenda item 20). This shortage has slowed progress toward re-establishing service levels.

Service hours were down to 6.3 million in FY20 due to service cuts, and then were budgeted to be restored to 7.1 million in FY22. But service was cut again in February 2022 (back down to 6.3 million) due to a shortage of transit operators.

INVESTING *in* PLACE

Unless the job pay (starting wage \$20.49 at part time hours) is significantly increased and [job conditions](#) are improved, it is hard to see a path forward to having enough bus operators to operate the FY23 budgeted pre-COVID transit service levels.

Progress Toward NextGen Remains a Mystery

It has been more than two years since the Metro Board adopted the Transit First Scenario alternative for implementation of the NextGen plan in January 2020. The Transit First alternative called for a significant reorganization of Metro’s bus service and major investments in busy corridors where riders have suffered long waits and slow rides for decades.

For the last two years, Metro has reorganized bus routes while insisting that adding new bus service is less important than fixing speed and reliability of existing service.

However, it is impossible to track the plan and its progress because Metro and its partner agency, LADOT, have never released public plans for how to fund the NextGen expansion, and they’ve never put out a detailed project list. Without a more transparent budgeting and accounting process, the public isn’t able to help understand and shape the public dollars and infrastructure desperately needed by so many.

NextGen Capital Investments Remain Under-Funded

According to the [direction of the Metro Board](#), the NextGen Transit First Scenario was to include:

- Nearly \$1 billion in capital spending over five years, including
- Hundreds of millions each year for bus priority lanes, all-door boarding, bus stop and layover improvements, transit signal priority, and more—to fulfill its stated priority of improving speed and reliability, plus
- Reallocation of bus service hours to create an all-day, frequent and reliable network.

Instead, Metro is on pace to barely hit \$33 million budgeted in the first three years.

Funding for Capital Investments

\$6.5 million	Year 1
\$8 million	Year 2
\$18.6 million	Year 3 (FY23)

That leaves a whopping **\$967 million remaining** for the last two years.

Data sources are from Metro Budget & Finance Committees in [2020](#) and [2022](#), and from [Metro Board Report January 2020](#).

While the budget for NextGen has doubled in FY23, capital investments continue to be under-funded to meet the Metro Board’s direction to spend nearly \$1 billion in five years.

INVESTING *in* PLACE

Progress Will Continue to be Slow Without More Public Outreach

In order to implement infrastructure improvements to improve bus speeds ([which are now about 12 mph on a weekday](#)), a key solution identified by the NextGen plan is to designate bus-only lanes.

Since 2018, the Metro and LADOT bus speed work group has implemented 12.8 bus-only lane miles, which is small but important progress on a very large problem. But to put that into perspective, consider the scale of the bus and street network in Los Angeles: The City of Los Angeles alone has 23,000 lane miles, and about 40 percent of those are major avenues and boulevards.

In order to accelerate and see success with bus-only lanes, Metro needs to reach out to people where they are: on buses.

Fully fund a community partnership program to create positions for staff to do outreach directly on Metro buses on the key bus routes as identified by the NextGen Plan.

Show the People of Los Angeles County Your Commitment to Them

One measure of a region's priorities is how we invest (or not) in our public spaces, and in the services that make it possible for people to access their destinations. People can't get ahead in life if they can't get around.

Transportation investments have the potential to strengthen communities.

For more information, please feel free to contact me at jessica@investinginplace.org and at 213-210-8136.

Sincerely,



Jessica Meaney
Executive Director

From: [REDACTED]
Sent: Thursday, May 12, 2022 9:42 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Thursday, May 12, 2022 7:47 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Thursday, May 12, 2022 12:51 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 9:12 PM

To: valeriamorishige@gmail.com

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

--

Sent from myMail for Android

From: [REDACTED]

Sent: Wednesday, May 11, 2022 8:20 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 8:04 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand. Both the initial construction and subsequent expansions of freeways disproportionately harmed and continue to harm marginalized communities by evicting residents and destroying their homes, increasing the air pollution that residents are forced to endure, causing worse long-term health outcomes, and leading to shorter lifespans.

Additionally, within the context of our concurrent housing and climate crises, demolishing homes to make room for more automobiles would be an incredibly regressive action. People are more important than cars, and the initiatives funded by the County should reflect that sentiment.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 6:38 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 5:28 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Public Comment: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Hello, my name is Lionel Mares, MPA. I am a resident of Los Angeles County and a community board member, and I am writing to express my thoughts and concerns about the widening of freeways and the impact that they will have on my community.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit, expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displace homes, and businesses, and disproportionately impact minority communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 5:09 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop inducing more car demand by widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Metro's 2023 budget shows a planned 33% increase in freeway spending.

We are in a climate crisis, and since over a third of emissions come from the transportation sector, it is imperative that no freeway funding should be accelerated faster than scheduled in Measure M.

In addition to greenhouse gas emissions, pollution from cars and trucks is causing a multitude of health issues among the million or so Angelenos who live within 1,000 feet of the freeways.

I ask that you adjust the 2023 budget to reduce highway spending below 2021 levels and increase spending on improving transit and bike infrastructure.

Thank you for your attention to this matter.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 4:57 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. **Widening freeways displaces homes, businesses, and disproportionately impacted BIPOC communities while failing to mitigate congestion as promised due to induced demand.**

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change and worsening air pollution.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

I urge you to reduce highway spending below 2021 levels and increase spending on improving transit and active transportation facilities.

Thank you,

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 4:50 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Freeway widening is not in Measure M - don't keep increasing freeway expansion budget

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Under your leadership, Chair Solis and CEO Wiggins, Metro is taking important worthwhile steps toward equity and climate. This has included pausing some planned freeway expansion.

The Metro budget presents another important opportunity to prioritize equity and climate. Please don't increase annual freeway spending. Please don't decrease transit expansion.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than what was approved by voters in Measure M.

Measure M does not explicitly specify any freeway widening. The current proposed Metro budget is going against the multi-modal vision Metro outlined in Measure M. Please keep your promises to L.A. County voters by increasing the annual transit expansion budget and not increasing the freeway expansion budget.

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 4:47 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 4:16 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 3:36 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 3:17 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

As a new resident of LA, who moved to begin a job at USC, I hope you consider the following when considering your 2023 budget to make LA a liveable and safe city for my family and others.

-- Please stop widening freeways. Vehicle trips are the major source of air pollution in Southern California. Widening freeways displaces communities, and worsens pollution, all while failing to mitigate congestion due to induced demand.

-- Please prioritize Safer streets. Motorists continue to kill pedestrians and cyclists at record numbers in LA, including just last week at Griffith park.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:43 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:22 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 11, 2022 2:13 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows another increase in Freeway spending, after already increasing last year's freeway spending, and at the same time transit expansion funding is being decreased in 2023. No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

This backpedals our efforts to meet our carbon reduction goals and puts us on the wrong side of history. By widening freeways we create a short term solution that comes with many more long term problems. Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways will only bring in more cars by induced demand. Please reference the countless studies on this topic. This is not an experiment that needs to be tested. We already know what harm highway expansion causes.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:11 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:52 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 1:49 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:38 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways!

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased (!) in 2023..

No discretionary funding should go to freeway expansion.

No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

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

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 1:35 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways & increase bus service hours

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

The current bus service hours is inadequate, particularly in the San Fernando and San Gabriel Valleys. Many buses still run hourly which makes it difficult to transfer to other bus or rail lines and thereby reducing transit ridership. We need to provide frequent service even in the valleys.

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:36 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Metro's priority should be serving the greatest number of citizens and investing in our current and future needs. Los Angeles needs major public transit investment NOW. Our transit systems are utterly inadequate to support the population and to invest in highways is in direct opposition to that need. At what point do we say "enough"?!

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:31 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please make LA a healthier place and stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:30 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: NO MORE FREEWAY WIDENING!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 1:14 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:09 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It is vital that Metro stops spending more on wasteful and harmful freeway projects as we face increasing threats of the climate crisis, fossil fuel reliance (especially during times with gas price spikes), and traffic violence from car collisions on pedestrians, bikers, and other roadway users. I demand that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit, bike share, and micro-mobility systems.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:08 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

We need safer sidewalks, bike lanes, and public transit options—not bigger freeways.

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:03 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share. We need other ways to get around -- healthier ways to get around and healthier air quality to get around in.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:03 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share. We need other ways to get around -- healthier ways to get around and healthier air quality to get around in.

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 12:40 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Why are there traffic jams on 8 lane freeways?

LA's biggest problem is the # of cars on the road.

Look what has happened in Amsterdam, and now happening in Paris and Mexico City.

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 12:36 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 12:28 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please STOP widening freeways!!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I urge Metro in the strongest possible terms to stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand. I suffer from asthma that is getting worse each year as LA's air quality continues to deteriorate. My doctor recommended I wear a mask outdoors 100% of the time to prevent further exacerbation of this problem. Think about that for one moment - the air quality in one of the richest and most progressive cities in this country is so toxic that doctors are recommending that healthy young people wear a mask in order to be outdoors.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share. We KNOW that freeway expansion DOES NOT WORK to reduce traffic or commute times by car. It is criminal to continue investing in fossil fuel infrastructure at this time.

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:58 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Induced demand is a proven concept!

Dear Finance Committee and Metro Leadership —

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M, and better yet we should eliminate it altogether.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

We should all be working towards **eliminating** all freeway spending aside from maintenance.

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:52 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:48 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:46 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:42 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:36 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Come on!!!! Stop widening freeway please :)

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:27 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;

Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;

councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;

eric.bruins@lacity.org

Subject: no freeway widening money for metro

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please don't spend Metro dollars to widen freeways. Studies show it doesn't even work to relieve traffic congestion. For equity, for the climate crisis, and for a more enjoyable metro area, we must prioritize our spending on transit.

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:19 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:09 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways in Los Angeles

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I have been without a car for 4 years now - relying on Metro buses and rail. I want to see public transit expanded, and I want to see safe biking options throughout LA.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:05 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; Councilmember Mike Bonin <councilmember.bonin@lacity.org>; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; tony.tavares@dot.ca.gov; Holly J. Mitchell <hollyjmitchell@bos.lacounty.gov>; eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, May 11, 2022 11:03 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:45 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:40 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:32 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:29 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I know Los Angeles and the planet cannot afford the true cost of car culture and infrastructure. That is why I've been a voluntary avid transit rider for ~7 years (regular driver for ~4 years) despite having access to my family's car, insurance, registration, maintenance, parking, fuel, time for traffic, emergency funds for accidents and emergencies etc. You need to do your part.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:24 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:18 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:18 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand. We know from the 405 expansion and many others that it does not result in reduced traffic in the long run and actually ends up exacerbating it.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:15 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:12 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to

reduce highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:12 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways!!!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:10 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:07 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Councilmember Bonin <councilmember.bonin@lacity.org>; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please Stop Widening Freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,
Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in freeway spending. This comes after last year's 80% increase in freeway spending, at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 feet of a freeway and breathe toxic air. Widening freeways displaces homes and businesses and disproportionately impacts BIPOC communities, while failing to mitigate congestion as promised, due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:07 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:05 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:04 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: It's 2022! Please stop widening freeways!!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I shouldn't have to be emailing about this. The data is overwhelmingly obvious: We need to stop widening freeways immediately.

Metro's 2023 budget shows a planned 33% increase in freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

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

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

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:03 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:02 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 9:59 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 9:54 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,
Streets for All

From: [REDACTED]
Sent: Monday, May 16, 2022 7:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro FY23 Proposed Budget Comments

Hello,

I have some comments regarding the proposed FY23 budget.

I am very disappointed to see that funding for bus and rail transit projects is being reduced despite the 8.8% overall increase in Metro's budget for 2023. Metro needs to keep its eye on the ball and focus on pouring as much money as possible into accelerating the major projects currently in progress. The Regional Connector, Crenshaw Line, and Purple Line are all great, so let's get them to the finish line ASAP so they can begin service. With so many promising projects in the works, and with the extra ARPA money, it's really unfathomable to me why Metro would decrease funding like this. Angelenos deserve better than funding cuts for exactly the types of projects that will improve congestion, pollution, and livability in the region. The ARPA money is such a great opportunity; it is a massive mistake to squander it by not putting the money where it is needed.

On the flip side of short-changing transit projects, I am even more disappointed to see that funding for highway projects has been *increased* by more than 30%! Have we not learned this lesson already? No amount of freeway widening will ever "fix" traffic. It will only add more pollution, more noise, and more wasted time for everyone. LA has of course been the pioneer of the highway experiment, and it has been an utter failure. Awful traffic, awful air, and communities cleaved in two is all we have gotten out of this. Please, our highways do not need any more investment. They should be maintained, but never expanded (and hopefully someday reduced). We simply must find better ways to get around. See above all the great public transit projects that are getting underfunded! This budget has its priorities exactly backwards. Do better Metro.

To keep this from being entirely negative, I'll say that I do appreciate the move to expand total bus service to above pre-pandemic levels. I hope to see continuing increases in service levels in future years.

[REDACTED]

[REDACTED]

[REDACTED]

P.S. Why is Metro holding this meeting at 1:30PM? This is not a time that is accessible to most people. Especially since Metro is soliciting public comments on this budget, both in writing and during the meeting itself, it really ought to be in the evening when more people can attend. I personally would like to attend, but I'm still at work at that time.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:18 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:18 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:18 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:28 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahay.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

As someone who used metro busses for three years to attend highschool, and as someone who lived in Germany for two years, I understand the need for reliable, convenient transportation in our community. Transportation is the key to urban growth and directly affects the quality of living for residents. It is clear that automotive growth is not scalable the way mass transit is. It is time for Metro and other transit authorities to capitalize on this realization and expand development. Angelenos deserve better.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:28 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:29 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Long Beach, CA Metro transit rider who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:42 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +marylou7958@gmail.com; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +julia.salinas@lacity.org; +elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:44 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Mayor Eric M Garcetti <mayor.garcetti@lacity.org>; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +marylou7958@gmail.com; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +julia.salinas@lacity.org; +elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:02 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti <mayor.garcetti@lacity.org>; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:37 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.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; elizardo@bos.lacounty.gov; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.salinas <julia.salinas@lacity.org>; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit.

Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:48 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacbos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +julia.salinas@lacity.org; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +marylou7958@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to ask you to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacbos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +julia.salinas@lacity.org; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +marylou7958@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

--

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

Divest from costly private transportation modes and invest in just and equitable public transit.

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 7:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a transit-dependent Metro transit rider and researcher who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 11:55 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors,

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure - DEDICATED BUS LANES - (induced demand alternative!) - and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Forget highway extensions also. Induced demand fail!

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Best

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 18, 2022 12:12 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Board Clerk <BoardClerk@metro.net>; mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedaliam@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wreman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov; chet.edelman@lacity.org; diego.delagarza@lacity.org; butts@cityofinglewood.org; northstarsw@gmail.com

Subject: Budget 2023 LA Metro -> More bus lanes, More bikes lanes. Less highways.

Dear representatives,

Hope this finds you well.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

- dedicated bus lanes to incentivize uptake
- dedicated bike lanes to incentivize uptake
- tram and subway expansions
- better sidewalks and crosswalks

= more liveable, safer, and less polluted city.

Best,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 18, 2022 11:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Metro's 2023 budget shows a planned 33% increase in freeway spending.

We are in a climate crisis, and since over a third of emissions come from the transportation sector, it is imperative that no freeway funding should be accelerated faster than scheduled in Measure M.

In addition to greenhouse gas emissions, pollution from cars and trucks is causing a multitude of health issues among the million or so Angelenos who live within 1,000 feet of the freeways.

I ask that you adjust the 2023 budget to reduce highway spending below 2021 levels and increase spending on improving transit and bike infrastructure.

Thank you for your attention to this matter.

[Redacted signature block]

Under your leadership, Chair Solis and CEO Wiggins, Metro is taking important worthwhile steps toward equity and climate. This has included pausing some planned freeway expansion.

The Metro budget presents another important opportunity to prioritize equity and climate. Please don't increase annual freeway spending. Please don't decrease transit expansion.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than what was approved by voters in Measure M.

Measure M does not explicitly specify any freeway widening. The current proposed Metro budget is going against the multi-modal vision Metro outlined in Measure M. Please keep your promises to L.A. County voters by increasing the annual transit expansion budget and not increasing the freeway expansion budget.

Please stop widening freeways. Vehicle trips are the major source of air pollution in Southern California. widening freeways displaces communities, and worsens pollution, all while failing to mitigate congestion due to induced demand.

Please prioritize Safer streets. Motorists continue to kill pedestrians and cyclists at record numbers in LA, including just last week at Griffith park.

This backpedals our efforts to meet our carbon reduction goals and puts us on the wrong side of history. By widening freeways we create a short term solution that comes with many more long term problems. Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways will only bring in more cars by induced demand. Please reference the countless studies on this topic. This is not an experiment that needs to be tested. We already know what harm highway expansion causes.

making streets safer for all users including pedestrians, cyclists, and micromobility users to complete short journeys and "last mile" legs.

Los Angeles could be a wonderful city if it weren't for all the private cars and road infrastructure. Emissions contribute to health problems and climate crisis, and drivers routinely strike and injure or kill pedestrians and cyclists. We need to move away from road dependency swiftly. It is not a time for new or expanded freeway infrastructure.

Instead, please fund transit, bus-only lanes, protected bike lanes, and operator pay.

Choices made now will affect the region for decades. I implore you at Metro to lead us out of individual car culture, which is nothing short of lethal, and into a healthy and more equitable future for the city and the region.

The current bus service hours is inadequate, particularly in the San Fernando and San Gabriel Valleys. Many buses still run hourly which makes it difficult to transfer to other bus or rail lines and thereby reducing transit ridership. We need to provide frequent service even in the valleys.

We need safer sidewalks, bike lanes, and public transit options—not bigger freeways.

I live next to the 101 Freeway. Please stop funding freeway expansions, even when local officials misleadingly call them "hotspot improvements". Widening the 5 in Santa Clarita adds more soot to my neighborhood and my apartment. My neighborhood is extremely polluted. We have broken sidewalks, no parks, rampant homelessness (because we are a renter area and single-family neighborhoods who drive more than us push homelessness into the underpasses in renter areas).

Please TOLL the freeways and fund bikeshare, bus lanes, and first-last mile connections instead.

If Burbank can't stomach a bus lane, fine--cut its portion of funding for the NoHo-Pas BRT line and send the line south through Glendale and across Los Feliz Blvd into Hollywood. Make it easier for me to get to Costco.

wages. You're getting a lot of funding from sales tax due to inflation, but you haven't adjusted wages accordingly.

I'm very glad you had this survey - and that you published the results and notified us. This is great community outreach and prioritization. Thank you.

In the meantime Fastrack prices are ridiculous!!! I've seen charges as high as \$15 to get from the 105 freeway to DTLA for ONE WAY. When will we have a meeting to discuss this? This is supposed to be reasonably priced and other counties aren't that high.

My sister, age 89, got caught in a fracas on the train out of Santa Monica on 4/4/22. A fight ensued and she was knocked into and got pepper sprayed. The perpetrator left once the train stopped as a result of pushing the red button and blocking the door closing.

IT TOOK A WHILE FOR COPS OR EMTS TO RESPOND. RIDING THE EXPO TRAIN IS UNSAFE.

We all have our up and downs but your drivers do a phenomenal. keep in mind that customers come and go but the bus line will be that in which transforms people's lives carry on

Phenomenal job carry on

Why you can't operate the Metro in a clean and safe manner

Is beyond any common sense,

Express bus lines in Burbank will not help transportation, but rather thwart traffic. Any funds spent on this proposal is a waste of money.

Make rides on buses and metro for free, especially for people over 65.

Thanks you very much.

expansion is bad for equity, as it prioritizes drivers above individuals who do not get around buy car. Freeway projects increase driving, increases air/water/noise pollution - including generating greenhouse gas emissions.

Current Metro freeway plans are well in excess of what projects were intended in 2016 when voters approved Measure M. Metro is accelerating freeway projects ahead of their Measure M schedule, and adding more lanes than were planned prior to 2016.

Ideally, Metro should declare a climate emergency and zero out all freeway expansion spending - though this would be politically difficult, it needed.

More realistically, specifically for the FY23 budget, Metro should not increase the freeway expansion capital budget - currently proposed to expand more than 30%. No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Instead of prioritizing/growing freeway expansion funding, Metro should prioritize transit expansion (and active transportation, affordable housing) - this should include more bus lanes and accelerated delivery of transit projects.

we're in a climate crisis - increasing the budget for freeway expansion and cutting transit expansion is UNCONSCIONABLE. the Metro budget needs to reflect the moment of inflection that we're at - expanding transit and de-prioritizing freeway/roadway/car-centered transit

I'd like to see less funding for highway expansion and more funding for public transit

completely unacceptable. This goes against any goals of combatting climate change, improving air quality, increasing equity, and decreasing traffic violence. We are in the midst of a climate catastrophe, and it is well understood that widening highways/roadways increases VMTs (and thus emissions). Lower income people are far less likely to own a car and are thus more likely to rely on public transportation, so investing in public transportation is the more equitable option. In addition, lower income people are more likely to live near major highways/roadways where air quality is particularly bad, and expanding these highways/roadways will only further this injustice. Finally, in order to reduce traffic violence and move towards Vision Zero goals, LA Metro should be making it easier for people to move around the city without a car, rather than trying to make it easier for people in cars to get around. Between traffic violence and air pollution, cars are responsible for many injuries and deaths in Los Angeles. LA Metro's budget should be trying to correct that. LA Metro should be vastly increasing spending on zero emission public transit to get more people out of their cars, and should cease to spend money on futile highway/roadway expansion projects. Even if the sole goal is to reduce traffic, we know that expanding roadways/highways does not accomplish this due to induced demand. Instead, increasing access to convenient and frequent public transportation options will get more people out of their cars and reduce traffic. At this point in time, there is absolutely no reason that LA Metro should be spending any money on highway/roadway expansion, let alone increasing spending.

greenhouse gas emissions and equity yet you are increasing highway widening expenditures? Traffic around the city right now is horrendous and if we want a more equitable city that is a beacon for economic growth, freeway widening are not the answer. They will just make things worse, just look at Texas. Transit expansion will actually meet the agencies goals of reducing greenhouse gas emissions by lowering vehicle miles traveled and solves problems with equity.

Re: FY23 Proposed budget

It is absurd that Metro continues to increase spending on car capacity projects while paring back transit service and Capex. Despite lofty goals and lipservice to taking equity and climate change seriously, budgets lay bare what the real priorities are maintaining the auto-centric status quo.

LA County deserves better

Shame on you increasing your funding for highway projects. We all took the community survey and told you MORE BUS/RAIL SERVICE and CLEANER FACILITIES.

Please stop widening freeways! We need funding for transit and mobility, not infrastructure that will harm public health, increase carbon emissions, and is shown NOT to reduce traffic but rather increase it!

please fund public transit and not cars and highways

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

Freeways continue to cause massive health and climate impacts among LA's most vulnerable populations while making traffic worse. This money should be spent elsewhere; I would look to public transit as a perfect place for this.

more pollution and displacement in this city - it's killing people. No one in the next generation you are building for wants wider highways, we want walkable streets and a more connected city through public transport. Car transport is an unsustainable means for future growth of LA, and it will just turn it into more of a disaster. Please preserve the beauty that's left of the city by stopping the bulldozing of neighborhoods for highways and increasing pollution.

Please do not increase budgets for widening freeways. The bus system is increasingly unreliable, and desperately needs the investment. Freeway expansion drives more emissions.

do not give more money to freeways, invest in public transit!!!! get those damn subways built pls thank u! hasnt research shown freeway expansion does little to nothing to alleviate traffic?

Please do not increase spending on freeways and especially towards widening the freeways. Widening the freeways does not help with traffic overall and will worsen the surrounding communities by increasing pollution, noise, and vehicle conflict. Use the budget for public transit and bike shares. Please use it to add more competent security for the light rails Metro as it increasingly feels unsafe to ride them these days.


Please prioritize the needs of your core ridership (especially bus riders), climate goals, and mode shift.


Please don't expand freeway budget. Building more freeways does not reduce traffic since it does not get at the root cause. We need expanded public transportation and safe bike lanes. Please cars a leading cause of death in our country. We need help getting people out of them.

Please do not increase the Freeway budget, and us that money to roll out more bus only lanes. People are fed up with traffic and high gas prices, but we need to offer them some competitive alternatives.

We recommend spending less on widening freeways and more on things like:

 bus lanes

 free transit

 better operator pay

 bike lanes

IF YOU ACTUALLY CARE ABOUT THIS CITY, MAKE LA LESS CAR DEPENDENT PLEASE

Metro should prioritize transit and pedestrian infrastructure funding. Metro should de prioritize car infrastructure spending and eliminate freeway expansion.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

DO NOT spend more money to widen freeways. It will NOT reduce congestion, only worsen the ongoing climate crisis. Please spend more on public transportation instead.

DO NOT INCREASE FREEWAY SPENDING! FREEWAYS CONTINUE TO CAUSE HEALTH AND CLIMATE IMPACTS. SPEND YOUR \$ ON THE INFRASTRUCTURE TO COVER TRENCHED FREEWAYS WITH PARKS!

LAURIE GOLDMAN

expansion.

Stop widening freeways. Improve public transit and active transit

I strongly oppose the budget's increase in spending on highway construction/expansion. This money would be much better spent on bus lanes, bike lanes, free transit, and better operator pay. We have an urgent need to invest heavily in areas that work towards our climate and equity goals!

congestion. For equity, for the climate crisis, and for a more enjoyable metro area, we must prioritize our spending on transit.

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Please prioritize bicycling and public transportation, not cars.

I am very opposed to widening freeways for more lanes of auto use. I am in favor of intergrating monorails, lightrail and bus only lanes into the existing freeway system.

makes it worse. People want better public transit options in the city to get around. Please reallocate these funds to public transit -- bus and rail -- and increased protected biked lanes. With climate change a threat to our daily lives, we should not be financing the future destruction of our environment, which is exactly what freeway expansion guarantees.

It is imperative that you increase bus funding in the 2023 budget. Metro's own staff in interviews w LA Times have described the system as "in crisis" and as a regular rider of Metro buses, I sadly agree. Bus service is continually cancelling trips and bus lines (such as the 2 and the 4) that are supposed to run every 5 minutes are coming every 20 minutes. All of this is on top of a resuming of fare collection in January, which came at a time when service got markedly worse. Increasing spending on freeway widening while starving bus service, at the same time as you charge folks to ride a dysfunctional system, is a horrible and anti-working class way to run a public transit service. Please change course immediately.

Please invest in public transit, NOT freeways.

I would like to advocate for less spending on expanding freeways and more investment in public transportation, Angeles. We need to STOP investing in ineffective and deadly car infrastructure, and instead allocate more money for public transit and bike infrastructure that would make LA a safer, more equitable, and more livable city. To continue pouring money into freeway expansion which we know DOES NOT WORK to ease traffic or commute times is pure insanity. We cannot keep repeating the mistakes of the past over and over again. We must use public funds for public good. We need more bus routes with better service, updated bus stops that offer shelter from sun & rain, protected bike lanes for cyclists, dedicated bus lanes to improve service efficiency. NO MORE FREEWAY EXPANSIONS that harm our communities and pump more and more pollution into our environment. Clinging to car infrastructure as we careen over the edge of the climate crisis is a crime against LA's citizenry now and in the future.

Please don't widen the freeways. Take the money that you're planning on using to widen freeways and instead, increase bus frequency, expand bus service routes, and increase bus driver pay. Next Gen bus service deserves to be funded, and every city across LA County needs more dedicated bus lanes that enhance travel times and get drivers out of their cars.

\$634.1 million in highway infrastructure development? An increase of \$159M? I don't mean to sound like a crank but your *increase* in highway construction is higher than the *total* committed by your agency to Metrolink (\$126M). That's concerning to me. I'd like to see commitments by Metro and Metrolink to purchase Class 1 rail ROWs outright, to double track single-tracked areas, to begin pushing for infill stations and multiple-unit trains that can serve closer-spaced stations with better acceleration.

I love what Metro is going with Metro Rail - but I'd like to see more. More buses, more dedicated buses, and better bus driver pay. More funding from Metro as you push Metrolink for more regional trains, more regional stations, and control of the railroads themselves.

I know you guys aren't Metrolink, but your funding serves their customers - and I hope the general message for no freeway widening, and more bus and train services is going to the right place. Thanks for listening.

I strongly oppose increasing the budget for freeway expansion, and I support increasing the budget instead for transit operations and expansion. In the midst of a burgeoning climate crisis, we cannot afford to spend our tax dollars to increase carbon output and divide communities - plus freeway expansion only leads to induced demand, as has been demonstrated time and again in countless studies. Instead, the focus should be on increasing transit frequency and availability, working to make it an enjoyable and time-saving experience, so we can get polluting cars off the road and tie our neighborhoods together, not divide them with massive freeways.

Long Beach and the harbor area needs better east-west options, and I don't see even a bus lane planned when other areas including some of the most wealthy areas in the country are receiving huge mega projects. Green Line to CSULB would benefit many communities in need where there is a lot of development and no more room for parking and cars.

transit.

spending. This decision would exacerbate climate change, hurt mobility in LA, have no long term improvement to traffic, and would have negative equity implications. I firmly hope to see a change in the budget to shift more dollars to transit.

region are well-known. Metro's FY 2023 Budget proposes a hike in funding directed towards freeway construction and decreases the quantity for transit construction. This is unacceptable in the face of the climate crisis, rising deaths on our streets from car collisions, and ever-increasing traffic (even when freeway widenings do occur). Reallocate funds away from freeway construction to transit construction, by decreasing the percentage of funding allocated to freeways in comparison to the FY 2022 Budget, not the other way around. Thank you.

As a resident, I keep hearing metro tout that they are serving a majority people with no car. While this is certainly important, I think metro needs to start focusing more on ridership of individuals that have other options.

First, it is critical that metro help get drivers off of roads. I, for one, have to own a car, because my 45 min commute would become 2+ hours on Metro.

Second, metro services and safety have gone downhill tremendously since a few years ago. Many services have been delayed or canceled altogether, and it feels far more unsafe to ride. Recently, I haven't seen a single security officer or security measure in place at the stations I frequent. And, if I can't see them, that means they aren't having a good deterrence effect. The rides have been pretty hazardous, with trash and human waste around. I like riding, and therefore am not too deterred, but this is really not acceptable.

Finally, with these issues standing as they are, Metro is providing an unsafe and substandard transit ridership experience. For those with options, they can accept the risks, but for those that can't, Metro is just providing a substandard service to those already struggling. I say underserving the underserved communities.

In the next year, I hope the budget prioritizes raising the number of car owners that metro serves. Not because they need it, but because an increase in car owners proves that metro is not failing our car-free neighbors.


Best regards!


Please, you should be cutting freeway spending that harms the environment, and shifting more resources towards rights of way that can actually increase in capacity (e.g., bus lanes, bike lanes, increased frequency of transit, etc.). The proposed budget increases freeway spending by 33%? It's absurd, totally the wrong direction.


I would urge Metro to not push forward any increase to freeway spending and construction beyond what is included in schedule M. Indeed, I think that schedule M has gone too far in fostering a car-dependent landscape that disproportionately affects poor communities by introducing them to increased levels of air pollution, financially burdening them, reducing walkability in their neighborhoods, and artificially manufacturing sprawl in development that exacerbate each and every one of these problems several times over. Please reconsider your budgeting tactics and start prioritizing other forms of transit, such as tram, train, bus, bicycles, walking, etc., over our unhealthy addiction to low-passenger automobiles.

Please stop widening freeways. It only puts more cars on the road and makes traffic worse. Please start seriously investing in transit. This city is so behind other world class cities with livable transit systems.

Highly recommend spending less on widening freeways and more on things like:

 bus lanes

 free transit

 better operator pay

 bike lanes

ie. Better Decongestion and Liveability !

Please spend less (much, much less) on freeways and much more on transit. Focus on improving the bus system.

SPEND MONEY ON BUSES AND DESIGNING SAFE ROADS YOU ABSOLUTE IDIOTS

making streets safer for all users including pedestrians, cyclists, and micromobility users to complete short journeys and "last mile" legs.

Los Angeles could be a wonderful city if it weren't for all the private cars and road infrastructure. Emissions contribute to health problems and climate crisis, and drivers routinely strike and injure or kill pedestrians and cyclists. We need to move away from road dependency swiftly. It is not a time for new or expanded freeway infrastructure.

Instead, please fund transit, bus-only lanes, protected bike lanes, and operator pay.

Choices made now will affect the region for decades. I implore you at Metro to lead us out of individual car culture, which is nothing short of lethal, and into a healthy and more equitable future for the city and the region.

I don't understand how you can overfund highways, which we all know don't reduce traffic and do worsen climate change, and underfund transit. This is budget is a slap in the face to all who want clean air, faster commutes, and a more just transit future. Fund bus lanes, better operator pay, free transit, and bike lanes. Defund infrastructure (highways) that is killing this community.

It makes no sense for a transit agency to be raising the budget for highway expansion while not increasing the budget of transit operations. In the middle of a climate crisis. It's absurd, dangerous, and frankly stupid.

An increase in transit funding is the only sensible choice for underserved communities. Expanding freeways will do little curb traffic. However, less people in cars will improve traffic.

Please prioritize making LA a safe and liveable city. This includes funding bike lanes, bus rapid transit, rail, instead of widening freeways. I support maintenance of existing roads, but not expansion. Motorists are already killing pedestrians and cyclists at record rates since the pandemic, including just last week at Griffith park.

FY2023 Budget should NOT increase funding for highways. Please shift the increased Highway spending to transit operations.

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I know Los Angeles and the planet cannot afford the true cost of car culture and infrastructure. That is why I've been a voluntary avid transit rider for ~7 years (regular driver for ~4 years) despite having access to my family's car, insurance, registration, maintenance, parking, fuel, time for traffic, emergency funds for accidents and emergencies etc. You need to do your part.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Thank you,



In your 2023 budget, can you please reallocate any money meant to widen freeways to instead spend it on dedicated bus lanes (such as down Sunset Blvd between Santa Monica and Downtown LA), more protected bike lanes literally everywhere (not a day goes by that I get yelled at or raced towards by a rushed motorist not paying attention and doing something illegal), better operator pay, and increased bus frequency?

Also we'd have less of a safety issue on Metro if we ran the trains and busses more. Someone harassing you? Hop off and wait 5min for the next train. This is how New York handles the issue, and would result in spending less money on cops and more money on better service.

Please stop widening freeways. More protected bike lanes, active transit. More bus rapid transit and expedited rail/subway projects.

Please find more PUBLIC TRANSIT!! Operations, expansions, etc.

NO more money for freeways!!

whole, and disproportionately harms marginalized communities. Rather than allocating County resources to widening freeways, please reallocate those funds to initiatives that improve residents' lives such as pedestrian infrastructure (e.g. wider sidewalks, curb cuts, more clearly marked intersections), bike lanes, public transit, and accessibility.

Stop widening freeways and invest in public transit! Gas prices are through the roofs and people are utilizing alternative modes of transportation. We need to create more opportunities for people to get places in shorter times that are accessible to all.

Please freeze freeway spending at current levels! It's unacceptable that in the year 2022 we're continuing to increase funding for for car travel vs. transit expansion & service improvements. Do better.

Absolutely no more freeway expansion. This city needs to divest from freeways and commit those funds to free public transit, upgraded routes and schedules, protected bike lanes, more expansive rail that connects to IE/OC as well as better regional rail, and better operator pay

Please do not increase budget for freeway expansion. Please invest that money in climate-friendly solutions including improved bus/subway/light rail systems, bike lane expansion, and pedestrian-friendly streets. In the current climate crisis we CANNOT AFFORD to put more money into expanding automobile use in L.A. County.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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

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

Thank you, [REDACTED]

[REDACTED] need to invest transit so people have an alternative to the car. further freeway expansion simply hardens the dependency and use of freeways and it is clear that freeways destroy homes and neighborhoods, fill up every time expanded and further expansion does nothing to improve traffic. transit does

proven that widening highways and improving capacity does little to relieve traffic. The money that is spent on the freeway expansions and upgrades should be spent on public transit. Our bus service is abysmal and more money should be spent on bus priority lanes, cue jumps, and signal priority. If we want people to use public transit it has to be fast.

monies to highway expansion than it did in 2022, as well as cutting earlier proposed funding for NextGen bus lanes and the High Desert Multipurpose Corridor (high-speed rail) studies. This is very disappointing, and in light of metro's commitment to lesson our regional reliance on private automobiles, does not make sense.

I must urge Metro to continue on it's incredible track record of making the Los Angeles region more accessible to people via transit, and prioritize BRT and light rail solutions while de-prioritizing reliance on private automobiles. Perhaps I am misunderstanding the numbers here, but it is very frustrating, with the current boom in light rail expansion and the burgeoning of more housing in our region along transit corridors that, instead of focusing it's funds on serving communities with transit, metro is seeking to spend more than ever on highway expansion. This is a step in the wrong direction, though I understand the Agencies duties are broad and expansive, I must insist that priority be given to transit projects and we begin to move past parking lots, cars, and endless highways. It's the best choice for our most vulnerable populations, the environment, and the long-term health and survival of our city and state.

Thank you for all you do!

Please no more money for freeway expansion. We are tired of car pollution and noise and having our homes and wild life sacrificed. We want other means of transportation, safer streets for bikes and people and a better train system!! If you can find money to boost up freeways year over year, you can find money to expand our rail and protected bike lanes! I am a young, non-car-dependant Angeleno, I have been on the freeway only once since the start of this year as a passenger. Using my tax money for more freeways does not benefit me!

Why is metro allocating so much money to freeways? We need to stop expanding highways and make the transit system fast and safe.

on so many levels. I hope that you see fit to reallocate that money to transit, complete streets projects, bikeways, and other transportation projects which would increase mobility without creating induced demand for more freeway lanes.

Because, Making more room for more cars to drive faster is an oxymoron relative to our urgent need to reduce greenhouse gas emissions.

Build it & they will come works both ways: If you widen freeways we'll have more cars going faster.

If protected bike lanes and safer, more frequent crosswalks are added to our roads, more people will walk, bike, skate and transport themselves in ways that consume little or no fossil fuels.

Why are there traffic jams on 8 lane freeways?

LA's biggest problem is the # of cars on the road.

Look what has happened in Amsterdam, and now happening in Paris and Mexico City.

congestion. For equity, for the climate crisis, and for a more enjoyable metro area, we must prioritize our spending on transit.

I was born and raised in Los Angeles. I am a child of Stage 3 Smog Alerts. Please stop widening freeways.

I have been without a car for 4 years now - relying on Metro buses and rail. I want to see public transit expanded, and I want to see safe biking options throughout LA.

I know Los Angeles and the planet cannot afford the true cost of car culture and infrastructure. That is why I've been a voluntary avid transit rider for ~7 years (regular driver for ~4 years) despite having access to my family's car, insurance, registration, maintenance, parking, fuel, time for traffic, emergency funds for accidents and emergencies etc. You need to do your part.

I shouldn't have to be emailing about this. The data is overwhelmingly obvious: We need to stop widening freeways immediately.

After skimming the budget until my eyes watered, I appreciate the promise of increasing bus reliability and comfort. While the 100,000 school children with free transit access represents a 25% increase, it seems a very low number relative to the number of children/families who would benefit from free passes. I noticed an emphasis that what this budget funds is "For the People". Who else would it be for? I am especially grateful to Joe Linton for his review and comments on this budget. I agree with Joe so the rest of my opinion is at <https://la.streetsblog.org/2021/05/25/busting-some-metro-highway-program-fy22-budget-myths/> Thank you.

Please stop freeway expansion, it is an absurd waste of money and resources.

It is completely inhumane and revolting to fund freeway expansion more than transit expansion when it 100% confirmed that freeway expansion does not reduce traffic in the long run. Please change this. I am ashamed of Metro as a frequent transit rider.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending. This comes after last year's 80% increase in freeway spending at the same time that transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

Perhaps even more compelling is that freeway widening just does not work in the long or even medium term. The fact that lane additions do NOT decrease congestion has been a part of transit literature for decades and is now common knowledge among enlightened transit authorities. Certainly congestion improves in the year or two after lane additions, but rarely if ever do they reduce it in the long term. To continue this design principle borders on malpractice and a waste of taxpayer funds.

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

Thank you,


Stop widening freeways

Stop expanding freeway capacity

I recently reviewed the FY2023 budget proposal, and would like Metro to increase its share of funding in transit capital construction and decrease its freeway and highway capital budget. We need a higher amount of dollars spent on improving bus and rail service to better serve LA county. Please do not waste these valuable dollars on freeway widening, rather consider restoring bus service to pre-2020 levels or advancements on our rail and bus systems. Thank you

It's a travesty that Metro is cutting transit spending while increasing highway spending - all your talk of climate change and greenhouse gas emissions and induced demand was all a lie, apparently, since you choose to double down on highway spending on roadway expansions at the expense of the silent majority that wants a greener cleaner future for LA County. Shame on Stephanie and the Board for advancing this highway centric budget that ignores the needs of the most transit dependent riders in the region.

we going to have the full 8 million plus revenue service hours we have been promised for years? When will Metro stop using the pandemic as an excuse to provide less service and to delay the implementation of NextGen?

Widening freeways only increases the amount of vehicles that will use it, therefore more traffic will be expected and bigger delays. Instead plan on allowing public transport to be more accessible and easier to take. The more you increase public transport and alternate ways, the more it will be used. Plan on offering alternate ways for people to move around without having to use their own vehicle or a taxi services. If offered, most people will commute through public transport or safer street that allows them to use a bicycle to work.

Best,

██████████

Please stop building more freeways. Divert more of the budget to other infra that makes short trips safe and convenient via bike/bus/metro, so that we can induce people to make fewer car trips. We have a housing crisis and cannot afford to keep surrendering more valuable land to cars, not to mention the decades-long liability of maintaining new roads, even if their initial cost is heavily subsidized at the federal level.

forth. Charge people to use the freeway. I am subsidizing Metro's freeway expansions every time I pay sales tax, which is regressive, yet auto drivers aren't subsidizing my asthma medication for living next to a freeway they use and I do not. Nor do they subsidize my antidepressants--since freeway soot is linked to depression.

Fund bus lanes. \$3m for bus lanes is laughable. That's the cost of three electric buses on the Orange Line, which riders did not ask for and the Mayor used to pretend he made our lives better. We want frequent service! Electrify freight trucks. Electrify SUV's. Electrifying a single bus line with service every 10-30 minutes is more empty virtue signalling. I have the freeway cough to prove it.

Y'all are spending at least \$700m to add lanes in Santa Clarita. Why? Because people in Santa Clarita don't want to live near people "like me". They still come through my area to go to Dodger Games, further polluting it, but then go home and take their tax money with them to a segregationist area that has nice parks and usable sidewalks.

You said you were cutting bus service "temporarily" in 2020. How long is "temporary"? I've waited two years and counting for service to be restored. Metro has even gone backwards, implementing additional cuts several months ago because you stopped hiring Metro bus drivers for almost a year while your existing drivers retired and took leaves of absence related to Covid.

Metro had more riders in the 1980's with a quarter of your current budget and zero train lines. It seems like the more money County voters give Metro, the more Metro wastes the money chasing unicorns. "We will widen freeways until there is no more congestion". "We will speed up construction projects that are way over budget and past their original deadlines". "We will attract suburban transit riders who can choose to drive".

When has Metro achieved any of the above? Its \$900m extension to Azusa drew 5,500 daily riders, an expense of over \$200,000 per new rider. When are you going to spend \$200,000 on me and my fellow riders in Central LA, as we sniff each others' armpits on overflowing, delayed buses? We, Metro's brave remaining riders, get

Stop with freeway widening! Funding should prioritize fiscal sustainability and the decreasing car dependency!

staff have repeatedly ignored board directives over the past decade and continue to work to widen freeways, locking in carbon emissions that Metro admits are greater than the total emissions reduction potential of its Measure M program.

transportation. It is unconscionable that freeway spending is increasing year on year for widening projects (and yes, many of these "improvements" involve additional lanes and additional miles), while transit funding is being decreased.

The additional displacements and the additional pollutants arising from the induced demand of freeway widening are toxic to our communities, and for almost no gain. These projects will not solve congestion.

I cannot emphasize enough how crucial it is that Metro re-prioritizes this budget. I implore you to increase spending on active transportation and transit improvements that can actually serve the needs of communities, reduce traffic violence, increase energy independence, and work towards climate goals.

Thank you,

[REDACTED]

Allocate money for more protected bicycle lanes that connect Cal State LA, USC, and UCLA to downtown LA's bus and train hub.

I am disappointed to see that metro is decreasing public transit expansion funding in order to increase freeway widening funding. It is this short sighted type of thinking that has landed our city into the transit and housing shortages that we currently find ourselves in. I urge the board to reconsider.

Please reduce or eliminate the budget assigned to freeway widening and expansion. Other than a few, notable exceptions, most highway expansion serves mainly to increase traffic, congestion, pollution, and community disruption. Better to invest in alternative transport modes.

Thank you

We must STOP widening freeways now!

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased (!) in 2023..

No discretionary funding should go to freeway expansion.

No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand*.

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

*Meanwhile commuters have little to no good alternatives (the good induced demand!). And planned transit budget is seeing a decrease?

-> For the end benefit of ALL and for every facet of this city beyond transportation, I strongly suggest that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and *increase* spending on improving transit and bike share.

Thank you,

[REDACTED]

[REDACTED]

by 33.5%. We don't need any more highways. We need to build a truly multi-modal city and you're focusing precious resources on projects that will hurt the climate and our air. Please reconsider this budget.

We could be studying high speed rail in the desert corridor, we could be building protected bike lanes and crosswalks, we could be building bus lanes on major corridors, we could complete the Crenshaw-LAX northern extension plans, we could be building the rapid BRT builds down Broadway, Lincoln, Sunset, La Cienega, Wilshire, Sepulveda of Venice. We could be bringing transit service levels to their pre pandemic norms.

I can't afford to reduce my personal climate impact by buying an electric car. And I can't afford drive to work every day because of the cost of gas and parking at my work. But I can't take the metro to work because I work at a movie theater, and I get off of work at 2am. The trains have stopped running at midnight.

Please get your priorities straight. We can't afford to keep widening highways in a city already over saturated with them.

I'm writing to encourage Metro to invest in public transportation options, rather than freeways. This will improve quality of life for millions of people in the region for decades to come. Thank you.

I am shocked to find out how much you are still spending on cars, and not on pedestrians, bicyclists. When is enough just enough? You have the knowledge - now please use your courage to turn the wheel around in favor of anything but cars.

For goodness sake, stop widening freeways and invest more in transit! Both capital and operations budgets for transit need the funding.

We don't need even MORE freeway expansion. Please use that money to improve public transit instead. One of the biggest reasons that Angelenos aren't using public transit is because it just isn't very good. Build it better & people will utilize it! Spending more on freeways just continues the cycle and makes the issue worse!

Please stop widening freeways. It is the exact opposite of what is needed to reduce greenhouse gas emissions.

I commute via bike and the metro L line everyday so I was disheartened to see Metro's plans for increased freeway expansion. We are in desperate need of better bike and micro mobility networks and really any infrastructure that encourages active transportation so I ask you to please redirect the increased money that is going towards freeway expansion/improvements and to put it towards creating and improving our active transportation infrastructure.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

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

Please reduce spending on widening freeways and consider spending more on making public transit more reliable. Our climate future depends on this.

From: [REDACTED]
Sent: Tuesday, May 17, 2022 9:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Operations, Safety, and Customer Experience 9AM 5/19/2022

Hello,

I am submitting public comment before Metro 5/19/2022 meeting. My email below should take no more than a minute of time to read or address.

Customer Experience:


I see that the customer experience is extremely downgraded when I see Metro transit officers doing nothing and standing around at LAUS and North Hollywood.

They harass paying customers about their valid tap cards and watch while theft occurs daily at Starbucks and smelly vagrants line the seats of the Metro B line.



Why hire more transit PD if the limits of what they can do are so limited due to the current laws? Proposition 47 was a mistake and needs to be repealed before PD can actually do something?

Training:

Metro PD needs some training on TAP cards so they know about NFC tap cards.

This NFC is always running and they just have to scan users phone (Opening the Metro APP is NOT  needed). I am a busy person and stopping to explain why they just need to scan my phone without opening the APP wastes my time. Metro is running late and I'm late and now I'm being inconvenienced by having to explain my virtual tap to Metro PD...

I do not plan on using a physical tap card and if Metro PD is scanning tap cards for fare evaders then they should at least know what they are doing.

2. Metro PD doesn't kick off the sleeping homeless who are taking up the seats when Red Line pulls into North Hollywood in the early AM hours. It's very smelly even with a face mask. Isn't there somebody who can enforce face mask rule (usually the homeless), drinks (spilled drinks and food  are ALL  over North Hollywood red line/b line stairwell), loud music (profanity laces rap music), and other Metro rules posted?

I thank you for your time and hope my input is taken into consideration as I am a daily paying customer.

Regards,



May 17, 2022

Via Electronic Mail

Jacquelyn Dupont-Walker, Chair
jdupontw@aol.com

Ara Najarian, Vice Chair
anajarian@glendaleca.gov

Kathryn Barger, Member
kathrynbarger@lacounty.gov

James Butts, Member
mayor@cityofinglewood.org

Hilda L. Solis, Member
firstdistrict@bos.lacounty.gov

Tony Tavares, Nonvoting Member
tony.tavares@dot.ca.gov

**Re: Metro Planning and Programming Committee Meeting May 18, 2022
Agenda Items 8 and 9**

Dear Chair Dupont-Walker and Members of the Planning and Programming Committee:

On behalf of the undersigned members of the Coalition for Environmental Health & Justice (“CEHAJ”), we write regarding two items coming before the Planning and Programming Committee on May 18, 2022. The first is Agenda Item 8- approval of the “No Build” Alternative as the new Locally Preferred Alternative for the I-710 South Corridor Project (“Project”) Final Environmental Document. The second is Agenda Item 9 -a Motion by Directors Hahn, Solis, Mitchell, and Dutra regarding the I-710 South Corridor and the development of future initiatives. We support Metro officially rejecting freeway widening as a project considered for the I-710 South Corridor. However, we remain wary of any effort to rush through approval of a punch list of projects derivative of the profoundly flawed Alternative 5C without allowing the 710 Task Force time to fully consider alternatives. We ask this Committee to consider revising the Motion 2022-

0355 to ensure that the work done to build community trust at the 710 Task Force is not eroded for the sake of expediency.

Agenda item 8- Approving the “No Build” Alternative as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document

In May of 2021, we were encouraged by the Board’s passing of Supervisor Solis’ Motion 47, which halted further movement on the FEIR/EIS for Alternative 5C for the Project. This Motion came soon after a letter from Region 9 of the United States Environmental Protection Agency (EPA) was made public, showing its analysis that the widening alternative would violate the Clean Air Act. The Motion followed more than two decades in which freeway-adjacent communities suffering the brunt of air pollution and health impacts consistently asked this agency to consider a better approach that centers on community wellbeing.

Metro’s move last year to halt the freeway widening alternative was a step in the right direction. While we considered the Project dead when the EPA issued its guidance, changing one word in Motion 47 from “cease” to “suspend” unfortunately clouded public perception of Metro’s ultimate intentions. The Board’s approval of the “No Build” Alternative will help clarify the fate of the I-710 South Corridor.

Agenda item 9- Motion by Directors Hahn, Solis, Mitchell, and Dutra

A “No Build” alternative would essentially end the I-710 South Corridor Project as previously conceived. Yet, as Motion 2022-0355 suggests, merely declaring an official end to the old freeway widening plan without further action will not address the ongoing impacts of health-harming air pollution, greenhouse gas emissions, or traffic and safety issues. Therefore, we agree that Metro, State, and Federal agencies should do more to invest the resources necessary to correct these harms.

However, to be effective, any investment strategy must have impacted residents at the decision-making table. Unfortunately, communities along the I-710 Corridor have long been excluded from decision-making on transportation projects that immediately affect them. We have spent the last eight months with Metro staff participating in monthly 710 Task Force meetings and numerous working group meetings to correct this inequity. This process has included the investment of time and energy from hundreds of impacted residents, community leaders, and community-based organizations that have diligently participated in discussions. Metro told participants that the ideas and contributions made through this process would inform final planning decisions at Metro concerning I-710 South Corridor, including an investment plan.

Motion 2022-0355, unfortunately, leaves open the possibility that plans developed outside of the 710 Task Force process will supplant decisions made through the carefully vetted consensus-building process intended to build community trust. The Motion, as currently written, directs staff to apply equal consideration to feedback “from the 710 Task Force and its Working Groups and

Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments and community stakeholders.” This approach ignores the significant distrust generated from experience with Metro prioritizing recommendations from Gateway Cities Council of Governments (COG) over community proposals.

As stated before, the COG has historically not been an adequate venue for engaging with the community. In this latest approach by COG, the Ad Hoc Committee was formed and has run a parallel process for vetting ideas for the I-710 Corridor without community consensus. The Ad Hoc Committee occurs outside the Task Force process and is exclusive to COG members. In the past, Metro and Caltrans’ failure to listen to and incorporate the recommendations from the 710 Project Committee, and the dismantling of the previous community engagement process profoundly damaged what frail community trust existed. Unfortunately, Metro risks eroding that trust again by circumventing the 710 Task Force process.

To maintain that trust, Metro must ensure that the current community engagement process is honored. In addition, Metro should ensure that the Task Force is included in the development and execution of the final list of proposals Metro will consider. We, therefore, suggest that Section “A” of the Motion be revised to direct staff to “Develop and implement a project Investment Plan as advised by the Task Force after reaching consensus with the Community Leadership Committee.” This change would align with the statements made to community participants at the 710 Task Force meetings about the outcome of public participation.

We are also wary of the expedited timeline expected for Metro to deliver three initiatives through this process by September. It took Metro over 20 years to concede that freeway widening was never good—a conclusion that community groups had reached and pressed Metro to adopt for all those years. The most recent CLC meetings reaffirmed the concern of a rushed community engagement process when community leaders were asked to vote on items that were unclear and warranted additional discussion. Metro has the opportunity to show continued growth in understanding and prioritizing community by allowing the time necessary to repair past harm and promote a more equitable future. Developing those solutions will take time and careful consideration and is not something that Metro should rush.

By committing fully to this process, Metro has an opportunity to develop innovative solutions that respond to community needs regarding health, homes, and jobs while building strong community partnerships. For example, rather than imposing an arbitrary timeline, a better approach might be to allow the 710 Task Force to develop a timetable for short-term and long-term goals once Metro staff share upcoming funding-timelines and constraints. This information might help the 710 Task Force members arrive at informed decisions and develop proposals accordingly.

With greater certainty offered by the “No Build” Alternative and more information about funding, we will continue to engage with Metro to pursue community-driven solutions that protect homes and small businesses, protect public health, and bring educational and job opportunities to residents. As we have noted, our communities face a housing crisis of epic proportions with low

vacancy rates, rising rents, and limited housing stock. Therefore, although there is consensus that no freeway widening should occur, we ask that Metro go a step further and commit to a policy of requiring “no displacement” of homes and small businesses when approving alternative projects.

Finally, we fully support renaming the task force to reflect Metro’s shift in focus from a freeway-centered project to one that seeks to address broader issues of air quality, mobility, and safety in the corridor. Only tangible results will determine whether this Project’s legacy will perpetuate the harmful freeway-building projects of the past century or build a new equity-centered program to help communities thrive. Still, by allowing Task Force members and the CLC to rename the group, Metro is signaling its shift in focus and openness to consider new strategies for meeting the challenges of this century.

We look forward to working with our fellow Task Force members and the CLC to develop a new name for the Task Force as we continue developing comprehensive equity-centered solutions to the problems generated by the I-710.

Sincerely,

Fernando Gaytan
Earthjustice

Laura Cortez
East Yard Communities for Environmental Justice

Natalia Ospina
Natural Resources Defense Council

Jen Ganata
Communities for a Better Environment

Ghirlandi Guidetti
Legal Aid Foundation of Los Angeles

Sylvia Betancourt
Long Beach Alliance for Children with Asthma

cc: Metro Board of Directors, CEO Stephanie Wiggins (swiggins@metro.net)
Metro Board Clerk (BoardClerk@metro.net)



NORTH LOS ANGELES COUNTY Transportation Coalition JPA

May 17, 2022

The Honorable Hilda Solis
Chair, Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Support Measure M Multi-Year Subregion Program (MSP) Annual Update – North Los Angeles County Subregion. Planning and Programming Board Item 6, May 2022.

Dear Chair Solis:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies Los Angeles County 5th District, the Cities of Lancaster, Palmdale, and Santa Clarita located in North Los Angeles County, we **strongly support** the approval of the Measure M Multi-Year Subregion Program (MSP) Annual Update – North Los Angeles County Subregion Planning and Programming Committee Board Agenda Item 6, May 2022.

After public participation with open houses in the Antelope Valley and Santa Clarita Valley, the NCTC adopted the Multi-Year Subregional Program (MSP) Initial 5-year Plan in January 2019. Metro subsequently adopted the NCTC MSP 5-year Plan in February 2019.

On April 18, 2022, the NCTC JPA Board of Directors unanimously approved programming MSP funds for FY 2024/25, for an 8-year MSP total of roughly \$62.7 million. The NCTC JPA Member Jurisdictions appreciate the working relationship with Metro to deliver Highway Efficiency Program, Active Transportation Program, and Transit Projects.

To close, NCTC fully supports Measure M Multi-Year Subregion Program Annual Update – North Los Angeles County Subregion Planning and Programming Committee Board Agenda Item 6.

Thank you for your deliberation and leadership on this issue.

Sincerely,

Arthur V. Sohikian
Executive Director

May 2022 P&P Public Comments

From: [REDACTED] >

Sent: Tuesday, May 17, 2022 11:49 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; Mayor@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 11:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:29 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[YOUR NAME]

[CITY AND ZIP CODE]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: tony.tavares@dot.ca.gov; anajarian@glendaleca.gov; First District <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com; butts@cityofinglewood.org; kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No freeway widening PLEASE - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Please invest more in transit.

Thanks,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:34 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 17, 2022 12:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: Stop freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:38 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov

Subject: Stop Inducing Demand - No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:47 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: PLEASE no more freeway widening - I support items 8 and 9

hello Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We CAN prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: tony.tavares@dot.ca.gov; Ara Najarian <anajarian@glendaleca.gov>; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn Barger <kathryn@bos.lacounty.gov>

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve the quality of life for local residents while transitioning to a more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: DO NOT WIDEN FREEWAYS - Support for Items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Air pollution has now been linked to poor obstetrical outcomes including preterm birth, low birth weight, miscarriage, pre-eclampsia, and increased mortality rates with cardiac transplant surgeries. Further, proximity to major roadways has been linked with poor success after bariatric surgery, compared to patients who live further away from traffic-induced air pollution. Enough is enough. We don't need more highways.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:53 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

*sent from my iPhone, please excuse any errors.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[YOUR NAME]

[CITY AND ZIP CODE]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:02 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: Climate change is real! Stop freeway expansions! - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from a mobile device.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: STOP THE 710 EXPANSION - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 17, 2022 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: In Support: Items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the I-710 freeway widening project and spending the equivalent \$6-8 billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in Los Angeles County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda Corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of Los Angeles.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; Hilda Solis <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: Public Comment: No more freeway widening - I support items 8 and 9

Importance: High

Dear **Metro Planning and Programming Committee,**

Hello, I am writing to express my opposition to further freeway expansion. Expanding the freeway won't solve traffic congestion but only encourage more vehicles. I believe that Metro should reconsider its options and seek an alternative. What we need to do is reduce traffic congestion and reliance on vehicles. The Air Quality is poor, especially in neighborhoods that are low-income and impoverished. I live near a freeway and the air quality is really poor and unhealthy.

I strongly support officially canceling the 710 freeway widening project and spending the equivalent of \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in Los Angeles County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve the quality of life for local residents while transitioning to a more sustainable goods movement from the Port of LA.

Thank you for taking the time and consideration.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:43 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:44 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Signed,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:54 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will encourage alternate transportation by way of making it easier and safer to bus, walk bike or eBike. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access and projects that convert truck trips to rail (including electrifying the Alameda corridor).

This highway widening is a backwards project. LA needs to progress in line with other cities' non-car initiatives. The more cars we get off the road, the more benefit for everyone-even people who must drive will experience less traffic, pollution and stress. Benefit for all.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

My name is Gustavo Hemstreet;

I am a Los Angeles student and taxpayer who is heavily reliant on public transport (esp. trains) to commute into the city for my college classes. I am writing to demand the official cancellation of the 710 freeway widening project, and to provide my unequivocal support towards spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

For decades, our city has pumped billions of our taxpayer dollars into cars-based infrastructure, at the expense of hard-working people such as myself who are reliant on public transit for mobility.

Given that freeway expansion provides no benefits to taxpayers except wasting our money (as it's been shown to INCREASE our city's notorious traffic because of induced demand), any proposals that increase our urban gridlock are a disgrace to those of us who would be far better served by an increase in other available transit options: For instance, additional light rail, or protected busways.

This is to say nothing of the other proven downsides of freeway expansion- Namely, an increase to air pollution (which is already notorious around the 710 corridor), and the inevitable displacement of working class families (predominantly Black and Latino).

Instead, we should reallocate the freeway funds towards better people-oriented solutions for our city- For example, electrifying the Alameda corridor, or investing in more light rail/subways.

We've wasted enough cash on freeways- No more!

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:12 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Kenneth

90025

--

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

[REDACTED]
Sent: Tuesday, May 17, 2022 2:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

[REDACTED]
Sent: Tuesday, May 17, 2022 2:16 PM

To: Board Clerk <BoardClerk@metro.net>

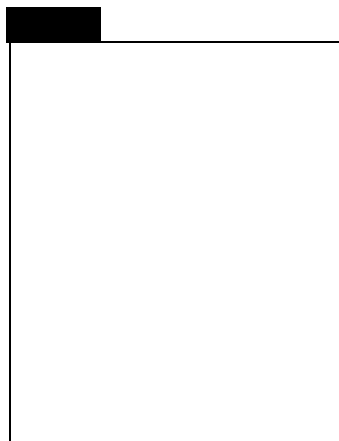
Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

Cancel the 710 freeway widening project and spend the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "**Diesel Death Zone**" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Best,



Walkable, bike-friendly communities that are affordable are the right of every single human being. These communities are great for humanity, other species, and the Earth itself! Everything in the HUE-MANS life does NOT need to be a drive away.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:19 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov; northstarsw@gmail.com

Subject: No more freeway widening - I support items [8 and 9]

Dear Metro Planning and Programming Committee,
CC. Ms. Wiggins

I strongly support officially canceling the 710 freeway widening project.

Let's spend the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Best regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:24 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Please stop widening freeways! Make more viable bikeways, bus routes and railways. Please move away from this car culture! Its killing us all.

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:39 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; Supervisor Hilda Solis <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[YOUR NAME]

[CITY AND ZIP CODE]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, **projects that convert truck trips to rail** (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from my iPad

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No to freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

Growing up in LA, I developed asthma and respiratory illnesses despite no family history. I can actually smell the air pollution when I go outside. I would like to see better health outcomes for our communities.

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[YOUR NAME]

[CITY AND ZIP CODE]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Barger, Kathryn <Kathryn@bos.lacounty.gov>

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:43 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[YOUR NAME]

[CITY AND ZIP CODE]

--

[REDACTED]
[REDACTED] [REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:38 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Previous projects to widen freeways end up being useless. They don't improve traffic and are usually outdated by the time they are finished. Use the money to do some real good.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: Public Comment: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

Stop trying to solve traffic with counterproductive solutions.

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

As you know **this corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County.** We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a tremendous opportunity to leverage local, state, and federal funds for sustainable, 21st century mobility solutions that will improve quality of life for local residents after decades of neglect and harm.

Thank you for your service to the community and leadership on this issue.

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

From: [REDACTED]
Sent: Tuesday, May 17, 2022 6:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 7:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 10:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 10:57 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: 710 Freeway, items 8 and 9

To: Metro Planning and Programming Committee,

Please support canceling the 710 freeway widening project and redirecting the project budget to more sustainable solutions like public transit, freight rail electrification and safe active transportation networks for biking and walking.

Freeway widening has proven to be a failed strategy for solving our transportation-related problems, each widening essentially digging us in deeper to the wasteful paradigm of single-occupant vehicles and single-container freight transport by trucks. The climate crisis and the unacceptable impacts that freeways have on vulnerable communities demands that we reverse course and direct our planning and resources in a more sustainable and safer direction.

We only have to look at examples in numerous European and Asian countries to see proven models for how to move people and goods more efficiently and sustainably. Please don't let this opportunity slip away.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 18, 2022 8:34 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 18, 2022 8:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from my iPhone

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

From: [REDACTED]

Sent: Wednesday, May 18, 2022 8:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

Sent from my iPhone

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

From: [REDACTED]

Sent: Wednesday, May 18, 2022 9:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: Wider freeways won't solve our problems - In support of items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

Santa Monica, 90404

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Thank you,

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 18, 2022 9:49 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: pause all freeway widening

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

Furthermore, I really question how a city and metro area that claims to want to do its part the help prevent further climate change is prioritizing any freeway or street widening projects at all.

Why not put a pause on all freeway/street projects that cannot directly improve public transit, convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

Once we've fully done those things across the LA metro area, we can see if it still makes sense to contribute dollars and time to projects for private vehicles.

[REDACTED]
[REDACTED]

California State Senate

STANDING COMMITTEES
ENERGY, UTILITIES
AND COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
JUDICIARY

SELECT COMMITTEE
CHAIR, PORTS AND GOODS
MOVEMENT

SPECIAL COMMITTEE
PANDEMIC EMERGENCY
RESPONSE



SENATOR LENA A. GONZALEZ

THIRTY-THIRD SENATE DISTRICT

SENATE MAJORITY WHIP

CHAIR, SENATE COMMITTEE ON TRANSPORTATION

May 26, 2022

Metro Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Metro Board of Directors,

As the State Senator representing California's 33rd District, I write to express my support and urge the Metro Board of Directors to adopt Alternative 1, the "No Build" alternative, as the new Locally Preferred Alternative for the I-710 South Corridor.

Alternative 1, the "No Build" alternative, will end a decades-long effort to widen the 710 freeway. The planned widening would have destroyed homes and neighborhoods in Southeast Los Angeles, resulting in the displacement of families who live along the freeway. In addition, communities along the I-710 South Corridor have amongst the worst air quality in the nation, which has led to various health problems such as decreased lung function, high rates of asthma, and increased instances of lung and heart disease. The cities I represent along the 710 freeway have carried the disproportionate burden of environmental injustices and displacement for far too long. Metro must continue to work to repair past harms and promote a more equitable future for our communities along the I-710 South Corridor.

I appreciate Metro's efforts to create the 710 Task Force that has brought together the impacted community, and public and private stakeholders to voice their concerns and provide feedback on the local and regional needs for improvement on and around the 710 freeway. As Metro begins to develop an investment plan for the I-710 South Corridor—community input must be at the forefront of these critical decisions. A community lead process will allow Metro to develop innovative solutions that respond to community needs regarding health, homes, and jobs while fostering strong community partnerships.

I am committed to continue working with Metro and our community partners to ensure that we develop an equity-centered I-710 South Corridor for all of our communities to thrive. Please do not hesitate to contact my office at (562) 256-7921 with any questions regarding my support.

Sincerely,

A handwritten signature in black ink that reads "Lena Gonzalez".

Lena Gonzalez
Senator, Senate District 33

CAPITOL OFFICE
STATE CAPITOL, ROOM 2068
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
3939 ATLANTIC AVE., SUITE 107
LONG BEACH, CA 90807
TEL (562) 256-7921
FAX (562) 256-9991

HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK, CA 90255
TEL (323) 277-4560
FAX (323) 277-4528



CALIF

Communities Actively Living Independent & Free

634 S. Spring St., 2nd Floor, Los Angeles, CA 90014

Tel. No: (213) 627-0477; Fax no.: (213) 627-0535;

TDD/TTY: (213)623-9502 Website: www.calif-ilc.org

May 25, 2022

To: Metro Board

Regarding: Item #34 "For" File 2022-0369

Greetings Board Members,

My name is Carrie Madden, and I am a disability and aging advocate at CALIF which is an Independent Living Center in Downtown Los Angeles. CALIF also hosts an Aging and Disability Resource Connection which covers Central South Los Angeles. Both CALIF-ILC and our ADRC employs advocates that work on transportation. We work with Metro on many committees to help create a transportation network that is fully accessible to all riders.

Since the onset of COVID, many members in our community have had the ability for the first time to attend Metro meetings via Zoom. For our community, traveling to and from Metro meetings has always been a barrier to full participation. Our voices get shut out of the conversation because we cannot be there in person. It is one thing to submit written comments hoping that someone might read it. It is another experience altogether standing in front of the committee and seeing true reactions to what we are saying. Zoom finally gave us the vehicle to true participation.

Now that the state of emergency is winding down, many in our community are fearful that our voice will be cut off again. We are thankful that the Board is continuing to keep these meetings going on Zoom. It is, however, our hope that Zoom access remains a continuing avenue for public comments which would make Metro a truly accessible organization.

Thank you,
Carrie Madden

Diverse communities, Diverse abilities, One human family!

--Communities Actively Living Independent & Free

Systems Change Advocate
CALIF-ILC

Diverse communities, Diverse abilities, One human family!
--Communities Actively Living Independent & Free



May 25, 2022

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

Re: 710 South Corridor Project - Support Agenda Item 8 (File # 2022-0100); Support Agenda Item 9 WITH REVISION (File # 2022-0355)

Dear Chair Solis and Members of the Metro Board of Directors:

Long Beach Forward stands in solidarity with the Coalition for Environmental Health & Justice (CEHAJ), and as such, we support Metro officially rejecting freeway widening as a project considered for the I-710 South Corridor. However, we remain wary of any effort to rush through approval of a punch list of projects derivative of the profoundly flawed Alternative 5C without allowing the 710 Task Force time to fully consider alternatives.

We support Agenda Item 8, File # 2022-0100, Approving the “No Build” Alternative as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document. **We support Agenda Item 9, File # 2022-0355, WITH REVISION: Motion by Directors Hahn, Solis, Mitchell, and Dutra.**

A “No Build” alternative would essentially end the I-710 South Corridor Project as previously conceived. Yet, merely declaring an official end to the old freeway widening plan without further action will not address the ongoing impacts of health-harming air pollution, greenhouse gas emissions, or traffic and safety issues. Therefore, we agree that Metro, State, and Federal agencies should do more to invest the resources necessary to correct these harms.

However, to be effective, any investment strategy must have impacted residents at the decision-making table. Unfortunately, communities along the I-710 Corridor have long been excluded from decision-making

OUR VISION

Race and income do not determine one's future in Long Beach—
it's a community where everyone is safe, connected, and healthy.

   @move1bforward

(562) 436-4800 hello@lbforward.org 425 Atlantic Ave., Long Beach, CA 90802

www.lbforward.org

on transportation projects that immediately affect them. CEHAJ has spent the last eight months with Metro staff participating in monthly 710 Task Force meetings and numerous working group meetings to correct this inequity. This process has included the investment of time and energy from hundreds of impacted residents, community leaders, and community-based organizations that have diligently participated in discussions. Metro told participants that the ideas and contributions made through this process would inform final planning decisions at Metro concerning I-710 South Corridor, including an investment plan.

Agenda Item 9, unfortunately, leaves open the possibility that plans developed outside of the 710 Task Force process will supplant decisions made through the carefully vetted consensus-building process intended to build community trust. The Motion, as currently written, directs staff to apply equal consideration to feedback “from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments and community stakeholders.” This approach ignores the significant distrust generated from experience with Metro prioritizing recommendations from Gateway Cities Council of Governments (COG) over community proposals.

As stated before, the COG has historically not been an adequate venue for engaging with the community. In this latest approach by COG, the Ad Hoc Committee was formed and has run a parallel process for vetting ideas for the I-710 Corridor without community consensus. The Ad Hoc Committee occurs outside the Task Force process and is exclusive to COG members. In the past, Metro and Caltrans’ failure to listen to and incorporate the recommendations from the 710 Project Committee and the dismantling of the previous community engagement process profoundly damaged what frail community trust existed. Unfortunately, Metro risks eroding that trust again by circumventing the 710 Task Force process.

To maintain that trust, Metro must ensure that the current community engagement process is honored. In addition, Metro should ensure that the Task Force is included in the development and execution of the final list of proposals Metro will consider. **We, therefore, suggest that Section “A” of the Motion be revised to direct staff to “Develop and implement a project Investment Plan as advised by the Task Force after reaching consensus with the Community Leadership Committee.” This change would align with the statements made to community participants at the 710 Task Force meetings about the outcome of public participation.**

We are also wary of the expedited timeline expected for Metro to deliver three initiatives through this process by September. It took Metro over 20 years to concede that freeway widening was never good—a conclusion that community groups had reached and pressed Metro to adopt for all those years. The most

recent CLC meetings reaffirmed the concern of a rushed community engagement process when community leaders were asked to vote on items that were unclear and warranted additional discussion. Metro has the opportunity to show continued growth in understanding and prioritizing community by allowing the time necessary to repair past harm and promote a more equitable future. Developing those solutions will take time and careful consideration and is not something that Metro should rush.

By committing fully to this process, Metro has an opportunity to develop innovative solutions that respond to community needs regarding health, homes, and jobs while building strong community partnerships. For example, rather than imposing an arbitrary timeline, a better approach might be to allow the 710 Task Force to develop a timetable for short-term and long-term goals once Metro staff share upcoming funding-timelines and constraints. This information might help the 710 Task Force members arrive at informed decisions and develop proposals accordingly.

With greater certainty offered by the “No Build” Alternative and more information about funding, we will continue to engage with Metro to pursue community-driven solutions that protect homes and small businesses, protect public health, and bring educational and job opportunities to residents. As we have noted, our communities face a housing crisis of epic proportions with low vacancy rates, rising rents, and limited housing stock. Therefore, although there is consensus that no freeway widening should occur, we ask that Metro go a step further and commit to a policy of requiring “no displacement” of homes and small businesses when approving alternative projects.

Finally, we fully support renaming the task force to reflect Metro’s shift in focus from a freeway-centered project to one that seeks to address broader issues of air quality, mobility, and safety in the corridor. Only tangible results will determine whether this Project’s legacy will perpetuate the harmful freeway-building projects of the past century or build a new equity-centered program to help communities thrive. Still, by allowing Task Force members and the CLC to rename the group, Metro is signaling its shift in focus and openness to consider new strategies for meeting the challenges of this century.

In solidarity,

James Suazo
Executive Director



May 25, 2022

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

Re: File# 2022-0243: Fiscal Year 2023 Budget

Dear Metro Board Members,

Every year, Move LA reviews and submits comments on the Metro budget. We appreciate the engagement by Metro staff and their openness to meeting, sharing data, and discussing ideas.

First, we want to applaud some of the bright spots in the budget and we look forward to working with the Board and staff to implement them throughout this coming year. This includes:

1. Use of an Equitable Zero-Based Budget process to identify opportunities to invest in Equity Focused Communities in Los Angeles County;
2. Doubling of transit ambassadors to create a welcome and safe experience for all transit riders, especially for women, families, seniors, and persons with disabilities;
3. Investment in customer experience to bring back and keep ridership, including fare capping;
4. Continued commitment to Fareless System Initiative (FSI) for students and the LIFE Program;
5. Commitment to restoring bus service to 7.1 Million Revenue Service Hours;
6. Enumeration of the NextGen Bus investments and expected improvements;
7. Equitable analytics-led approach to enhancing public safety; and
8. Expansion of rail service with the opening of the Regional Connector and Crenshaw Lines while maintaining faster headways and more stations.

We hope to engage with the Metro staff and Board this year on the implementation of the budget and ask that you consider three things:

1. Operators and Ambassadors are on the Frontlines of Good Customer Experience

Several times, the budget indicates it puts a “clear focus on improving the customer experience.” This is the largest budget ever consider by the Metro Board with a goal of restoring service to pre-pandemic level,s and projections for a return to bus ridership of nearly 100% by the end of FY23. And yet, there does not seem to be a real emphasis on the most important component to achieving those goals—the transit operators. Operators are on the frontline of every customer experience at Metro and Metro survey of operators was clear on one thing—operators are not happy. Metro needs to restructure the position of operator if it is to truly achieve its NextGen Bus Plan goals of ensuring 80% of current riders having 10 minutes headways and 99% of riders have a ¼-mile walk to a bus stop. With sales tax revenue estimates increasing by 19.3% and STA revenues increasing 76%, why is Metro not using this increased funding to address the needs of the very people who engage with riders every day? A major investment in their well-being—as well as their wages—will result in better service, less no-shows, and less people leaving the service. Metro Micro has provided a model for this during the pandemic—recruiting 130 new operators, providing flexible schedules and a safe

work environment, and intense training on how women travel, better customer service, addressing accessibility issues, and more. This also means investing heavily in Metro's transit ambassador program to ensure safety for both operators and riders without over-policing our transit system. By making the investment in this year, Metro will see results in future years with a workforce that is in tune with riders and engaged in Metro's important mission.

2. An Equitable Action Plan on Transportation Infrastructure is needed

The budget narrative describes an "affordability gap" in the near-term financial outlook created by rising costs coupled with stagnating resources. However, while cost inflation is pegged at 3.3% for FY23, sales tax revenue is increasing at a significantly higher rate, vastly more State and Federal funds from the largest surplus in State budget history are expected, and the appropriation and distribution of billions for the Bipartisan Infrastructure Law will occur over the next 5 years. The budget narrative asks, "What is the action plan to secure additional funding and/or control costs?"; with Metro staff working to go after every resource available, the question is, what efforts to control costs are being undertaken?

A major challenge for Metro is cost overruns for large projects. The impact of such cost overruns is that transit riders are short-changed, and it erodes Metro's credibility with voters who may not support future funding measures. In the past, budget shortfalls have also resulted in service cuts that fall disproportionately on low-income riders and parts of the region populated by people of color. It could also mean that many smaller projects get "crowded out" because even a small increase in cost for these mega-projects means that an active transit or bus rapid transit line may never be funded. We cannot allow this to happen in Los Angeles and so it is more important than ever that we use infrastructure funding effectively through aggressive cost control measures.

First, Metro can save operating, legal, and capital dollars in the mid- to long-term by installing high impact and low-cost infrastructure in the next two years. This includes: 1) bus-only lanes, 2) bus shelters at every bus stop feasible, 3) shade trees for bus shelters, 4) public bathrooms that are staffed at rail transit stations, 5) all-door boarding, 6) level boarding where possible, 7) access ramps, 8) barrier protected bike lane network, and 9) queue jumpers for buses. These investments can ensure that everyone on buses can move reliably to their destination, do not face extreme heat waiting for their bus, and have accessible, seamless, climate-resilient and safe access to public and active transit. Some infrastructure must be paid for and built by local cities and the county, but Metro should play an important role in planning and implementing these as well.

Second, Metro must re-engage to advance the Countywide Bus Rapid Transit Plan. Aside from \$17 Million budgeted for transit planning (page 78), there is no mention of this critical project. Why are NextGen Bus Plan investments now only \$350 Million when the NextGen Speed and Reliability program recommended \$1 Billion in investments? Can the Board propose a Life-of-Project Budget for the NexGen Speed and Reliability and the Countywide Bus Rapid Transit Plan so that these high impact, low cost infrastructure projects can be funded over multiple budget cycles?

Finally, Metro must immediately begin implementing recommendations made by the [Eno Center on project delivery](#) to keep costs contained in the mid- to long-term. This could include:

- Creating temporary, independent special purpose delivery vehicles (SPDVs) with strong Project Labor Agreements and Local Hire requirements with the necessary authority for Metro's four "pillar projects" commencing as soon as possible.
- Seeking authorization through state legislation or agreement with municipalities to be self-permitting. For example, if a street needs to be closed for construction activities for a transit project, a project-specific permit allows work to begin without the need to request another permit from a locality to proceed. This requires localities ceding some control but will facilitate speedier projects and help the project sponsor manage betterment requests.
- Pushing for greater short-term disruption to advance construction faster. The acceleration of the construction of the Purple Line stations on Wilshire Boulevard in Beverly Hills being completed seven months early is a good example.
- Enacting a policy that clearly outlines when and how stakeholders and municipalities can request betterments.
- Working with CalSTA, Caltrans, and other agencies to contain costs, reduce bureaucratic burdens, enable bulk purchasing, and more.

3. Investing at least 40% in Equity-Focused Communities (Justice40)

We are optimistic about the Equitable Zero-Based Budget process and grateful to see the funds accounted from an equity lens. However, all the funds outlined in the EZBB analysis together account for 1/8 of the total budget. Move LA supports the Federal Justice40 Initiative and Assembly Bill 2419, the California Justice40 Act, which aims to invest at least 40 percent of federal climate and infrastructure funding to communities that have been historically neglected by discriminatory and racist policies. This also includes workforce development programs that recruit and hire individuals from these communities, those who are formerly incarcerated, or those who have not completed their high-school or college course of studies, and work with local labor unions to train them for highly skilled positions. Metro has been an innovator in these local hire efforts, in partnership with local unions, and the Metro SEED School also serves as a shining example. Move LA calls on Metro to account for its work and hold itself accountable to the Justice40 standard in future budgets.

One outcome of implementing this goal would be a wholesale rethinking of the Highway Infrastructure budget. This budget category needs to be renamed, first of all, and then needs to re-think its investments completely to ensure it addresses climate change and VMT reduction by increasing multi-modality on our streets including grade separations for rail travel, bus lanes, bulb-outs, level boarding, queue jumpers, and active transportation. While voters supported freeway modernization and improvements in Measure R and M, they also voted for traffic reduction and the evidence is clear that freeway widening does not reduce traffic. Metro can do better to continue to fund projects that prioritize multi-modality.

Thanks for considering these ideas and we look forward to engaging.

Yours in transit,



Eli Lipmen

Move LA | www.moveLA.org | eli@moveLA.org

May 2022 RBM Public Comments

From: [REDACTED]

Sent: Monday, May 23, 2022 3:40 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

To the Metro board:

I am for Item #9, and am glad you are considering ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. You should instead invest in improving public transit and active transportation along the corridor, and consider electrifying the Alameda Corridor.

Regarding Item #15, I am completely against this budget. How do you get away with increasing your Highway Program budget from \$264M in FY21 to \$634M in FY23 in the middle of a climate crisis? Increasing spending on highways - much of it widening them, despite [the lies that your staff tells you](#) - goes against your own climate goals. You'll make traffic worse and induce more people to drive, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. I encourage you to watch the induced demand video on [Destruction for Nada](#).

We are in a climate crisis. It's time that Metro and its board act like it.

[REDACTED]

Los Angeles, 90046

From: [REDACTED]
Sent: Monday, May 23, 2022 3:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board - I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea. Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. We are in a climate crisis. It's time to act like it.
[YOUR NAME] [YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Monday, May 23, 2022 3:44 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Monday, May 23, 2022 3:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the inaccuracies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead **reduce the highway program's budget**, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board - I ask you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. I ask that you reject this misguided budget and reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

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

From: [REDACTED] >

Sent: Monday, May 23, 2022 3:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

From: [REDACTED]
Sent: Monday, May 23, 2022 3:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment: FOR Item 9, AGAINST Item 15
Importance: High

Dear **Metro Board** -

Hello, my name is Lionel. I am writing to make a public comment on this important issue. I am concerned about the widening of the 710 freeway and the impact on the community. Climate Change is for real and we are now facing a severe water drought (water crisis). Widening the freeway will not help solve the climate crisis emergency. It will only exaggerate climate change and have a negative impact on underprivileged neighborhoods.

Here's why:

I ask that you approve **Item #9**, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding **Item #15**, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Monday, May 23, 2022 3:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I'm amazed in the year 2022, with the climate crisis as imminent and catastrophic as it already is, that I'm having to write this email to lobby you to walk the walk as well as talk the talk.

I am urging you in the strongest of terms to approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Monday, May 23, 2022 4:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

THANK YOU

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

Please stop highway expansions and invest in public transit!

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, May 23, 2022 4:21 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Stop widening more and more freeways! FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. Listen to communities and center community health in any projects along the corridor.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. Please don't accelerate freeway funding ahead of what voters approved. Don't tear down more homes. Don't make traffic worse by inducing more driving. Don't worsen air pollution, water pollution and climate.

I ask that you reject this misguided freeway budget increase and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]
--
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public comment: SUPPORT item #9, OPPOSE item #15

Dear Board Members,

Highways are a 1950s solution and are NOT FIT FOR PURPOSE for an organization whose own Vision 2028 calls for "transforming mobility in LA County" and "a more sustainable future." Stop wasting tax dollars on highways, for God's sake!

Please support agenda item #9, officially ending Metro's 710 widening boondoggle. Evidence proves that widening highways induces traffic and increases climate-changing carbon emissions. Instead, you should invest in public transit options and active transportation options along the corridor. Electrifying the Alameda Corridor freight line would also reduce ground-level air pollution.

Based on my comments above, I also oppose agenda item #15. Let me repeat: evidence proves that widening highways induces traffic and increases climate-changing carbon emissions, all while wasting taxpayer money and displacing residents. Stop the craziness!

Reject this budget and instead reduce the highway program's budget. Use the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. Stop spending like it's 1972 and start spending like it's 2022.

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

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

From: [REDACTED]
Sent: Monday, May 23, 2022 4:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Los Angeles Metro Board,

I ask that you approve Item #9, formally ending Los Angeles Metro's attempt to make traffic and climate change worse along the I-710 corridor by widening it. I ask that LA Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, LA Metro has increased its Highway Program budget from \$264 million in Fiscal Year 2021 to \$634M in Fiscal Year 2023. Increasing spending on highways—much of it widening them, despite the lies that your staff may tell you—goes against LA Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

Please STOP widening highways! I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it. Instead of spending even more money subsidizing gas-burning car use, spend money on *reducing* the need for cars by making public transit free and more convenient, e.g. via more dedicated bus lanes and improved rail service. It's counterproductive to reduce subway frequency from 12 to 15 min when people should be encouraged to take public transit, not discouraged from it. Whenever I see tourists on our buses and trains, I'm ashamed of how inconvenient and inefficient our public transit is compared to other countries' cities.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Monday, May 23, 2022 5:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 23, 2022 5:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR ITEM 9, AGAINST ITEM 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - **goes against Metro's own stated climate goals**. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it. FOR ITEM 9, AGAINST ITEM 15

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Monday, May 23, 2022 5:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Monday, May 23, 2022 6:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 6:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board –

Please stop the construction and the destruction of the Los Angeles area.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time like it.

[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Monday, May 23, 2022 6:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Monday, May 23, 2022 6:18 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure, like protected bike lanes.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make global warming and air quality worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 6:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

--

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 6:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Monday, May 23, 2022 6:53 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in

FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

--

Blessings and best,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 7:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you **approve Item #9**, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am EXTREMELY DISAPPOINTED IF NOT OUTRAGED that **in the middle of a climate crisis threatening the survival of humans on this planet**, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals.

I ask that you **reject** this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

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

From: [REDACTED]
Sent: Monday, May 23, 2022 7:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

We need separated protected bike lanes, bus only lanes and sidewalk improvements, not wider freeways!

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

Studies repeatedly show, widening freeways leads to induced demand which leads to MORE traffic, not less!

Induce demand for bicycling and public transportation by spending money there to build quality connected fast infrastructure.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it!

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Monday, May 23, 2022 7:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 7:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Monday, May 23, 2022 7:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Monday, May 23, 2022 7:57 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

From: [REDACTED]
Sent: Monday, May 23, 2022 8:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board Members,

As a parent of young children and lifelong resident of LA County, I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro proposes to increase its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will induce more vehicle trips, resulting in more air pollution in one of the most polluted regions in the United States. Adding more lanes will also make climate change worse, all while wasting taxpayer money on non-solutions. **I ask that you reduce the highway program's budget and invest in improving transit infrastructure and frequency, and active transportation.**

We are in a climate crisis. Please act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 23, 2022 8:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 8:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 9:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Monday, May 23, 2022 9:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Tuesday, May 24, 2022 1:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

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

From: [REDACTED]
Sent: Tuesday, May 24, 2022 5:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

Emissions have strangled our air and health while cars flattened our urban landscape and shared community spaces. We have to start the multi-decade project of reversing this trend today. Please help us shift how we invest in our communities and encourage mobility.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 24, 2022 8:25 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 9:06 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

PS: Please use the knowledge that has been built over decades of traffic congestion solutions. We are so fortunate to have good weather here so we can actually bike, bus, train, and taxi around. Your billions will be greatly spent on protecting two-wheelers and two-leggers.

Thanks for the Metro Micro. I am loving it.

Warmly,

[REDACTED]

[REDACTED]

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the

extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.



From: [REDACTED]
Sent: Tuesday, May 24, 2022 9:26 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 9:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

We cannot continue to provide only one transportation option for the residents of LA. To continue to enforce car ownership and use is to endanger the lives of pedestrians, motorists, and future generations.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Board Meeting 5/26 Public Comment - FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:22 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. There are numerous "improvements" that involve widening and adding lanes, and statements about included transit benefits and active transportation are misleading at best. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. We should be increasing transit funding, not decreasing.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, May 24, 2022 12:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 12:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 1:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I believe electrifying the Alameda Corridor would be a better investment than widening freeways.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will worsen the current climate crisis, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 1:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support of Item 9

Hon. Hilda Solis, Chair
Metro Board of Directors

Metro Board Chair Hilda Solis,

I write to offer my *support* for *Item 9* on the May 26, 2022 Board of Directors agenda, "710 South Corridor Motion," authored by Supervisor Janice Hahn. The health of the disability community along with seniors, that I represent has been severely impacted for decades by poor air quality, traffic congestion, and unsafe streets. Supervisor Hahn's motion - co-authored by you, Supervisor Mitchell and Director Dutra - is an important next step for the 710 South corridor and the communities along it.

I want to express my sincere gratitude to Supervisor Hahn for having the vision and forethought to bring forward an action that reimagines what it means to address some of our region's biggest challenges. And thank you to Metro for creating a community-driven process that will now provide the input and guidance that we should have had on this project all along.

I strongly urge your *support* for *Item 9* and thank you for your consideration.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 2:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:14 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: PUBLIC COMMENTS IN SUPPORT OF I-710 SOUTH CORRIDOR MOTION BY DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA

Dear METRO Board Members,

Hello. My Name is [REDACTED]. I have spent most of my adult life studying the interchange between public health and transportation.

I write in support of the I-710 South Corridor Motion by DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA.

The quality of life and health of corridor communities along the 710 Freeway is already overburdened. Significant measures should be taken to protect the public.

All the Best,

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 5:31 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahag.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; kshamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED] >
Sent: Wednesday, May 25, 2022 6:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I write to you as an LA resident for whom cycling and public transit are my main forms of transportation. Every day I'm saddened by the state of the infrastructure available for car alternatives, and just about every day when I ride my bike I fear for my life.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 7:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: David Feuer <david8feuer@gmail.com>
Subject: Support Item #9, Oppose Item #15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Item #15
Strongly oppose highway/freeway expansion.

Instead, build towards a better, livable, sustainable future for our Los Angeles!
Invest in "Complete Communities" where people can conduct their daily lives without needing to commute.

For those that need to commute, a clean, safe, convenient and affordable multimodal public transit system is essential.

TURN AWAY from certain disaster and the collapse of modern society: pollution, traffic congestion, stress, isolation, vehicular violence, resource depletion, climate devastation!

Hammers can't fix broken windows, highway expansion can't fix already failed planning & policies.

Develop new tools. It's long overdue for Metro, and our other agencies to break out of their siloed existence, our hopes for a better future depend on it.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 7:34 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:03 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:15 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:32 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahag.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; kshamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

This electronic mail (including any attachments) may contain information that is privileged, confidential, and/or otherwise protected from disclosure to anyone other than its intended recipient(s). Any dissemination or use of this electronic mail or its contents (including any attachments) by persons other than the intended recipient(s) is strictly prohibited. If you have received this message in error, please notify us immediately by reply e-mail so that we may correct our internal records. Please then delete the original message (including any attachments) in its entirety. Thank you

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:38 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:37 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: Wednesday, May 25, 2022 8:43 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

Our climate is in crisis, bus riders emit just 1/6 of the carbon of car drivers, yet they are deprioritized. This systemic transportation racism is short-sighted and makes Los Angeles far less than the world-class city it could be.

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:56 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 9:18 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 9:32 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:01 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I live in East Hollywood and depend heavily on the bus and subway - specifically the 4 and Metro B line - to get around. I have already felt the impact of reduced service and would hate to experience additional cuts.

I want to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:03 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. Service is so poor that our family is considering buying a second car.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:05 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]
Sent: Wednesday, May 25, 2022 10:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:11 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:18 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; Luke Klipp <LKlipp@bos.lacounty.gov>; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Jamie Hwang <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

As a Metro rider and someone concerned that over 1/3 of our greenhouse gases come from the transportation sector, we must commit to making traveling via Metro a world class experience that encourages maximum transit use.

I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]
Sent: Wednesday, May 25, 2022 10:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15 - Please don't widen the 710

Dear Metro Board -

I urge you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

In the midst of a climate crisis, we must invest in public transit service and infrastructure along this corridor to encourage other forms of transportation that emit fewer greenhouse gases.

Regarding Item #15, I am appalled that Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:58 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:13 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 11:15 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]
[REDACTED]
[REDACTED]

"Everyday life is the primary terrain of social change"
Silvia Federici

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:20 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:30 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE to proposed FY23 Budget unless amended

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:47 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:51 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacbos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 12:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 1:02 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 1:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 1:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +jdupontw@aol.com; +tim_sandoval@ci.pomona.ca.us; +dutra4whittier@gmail.com; +fourthdistrict@bos.lacounty.gov; +councilmember.krekorian@lacity.org; +anajarian@glendaleca.gov; +HollyJMitchell@bos.lacounty.gov; +firstdistrict@bos.lacounty.gov; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:57 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: Climate change is real - stop investing in wildfire inducing freeways! OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 2:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Forgive your enemies, but never forget their names! (J.F.K.)

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 3:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 3:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Sent from my iPhone

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 3:15 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:02 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:09 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:13 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Mayor Garcetti <mayor.garcetti@lacity.org>; Supervisor Kuehl <sheila@bos.lacounty.gov>; MayorButts@cityofinglewood.org; Barger, Kathryn <kathryn@bos.lacounty.gov>; Councilmember Mike Bonin <mike.bonin@lacity.org>; jdupontw@aol.com; Mayor Tim Sandoval <tim_sandoval@ci.pomona.ca.us>; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; Director Ara Najarian <anajarian@glendaleca.gov>; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; sahay.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Hwang, Jamie <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.



Metro

MINUTES

Thursday, May 26, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:29 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 10, 13, 17, 18, 25, 27, 29, 30, and 34.

Consent Calendar items were approved by one vote except item 10 which was held by a Director for discussion and/or separate action.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	A	Y	Y

2. **SUBJECT: MINUTES**

2022-0368

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 28, 2022.

3. **SUBJECT: REMARKS BY THE CHAIR**

2022-0365

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	P	P	P	P	P	P	P	A	P	A	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

2022-0366

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	P	P	P	A	P	P	P	A	P	A	P	P

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HJM = H.J. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, A/C = ABSENT/CONFLICT, P = PRESENT

5. SUBJECT: MATCH REQUIREMENT FOR FEDERAL TRANSIT

2022-0239

**ADMINISTRATION LOW OR NO EMISSION PROGRAM AND
BUSES & BUS FACILITIES PROGRAM GRANT
APPLICATIONS**

APPROVED ON CONSENT CALENDAR the programming of \$108.79 million in state and local funds to commit local match for Metro's grant applications to the Federal Transit Administration (FTA) to procure up to 160 battery-electric buses and supportive charging infrastructure and for related workforce development activities, as detailed in the funding plan in Attachment A.

**6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
ANNUAL UPDATE - NORTH COUNTY SUBREGION**

2022-0198

A. APPROVED ON CONSENT CALENDAR:

1. programming of an additional \$550,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (Attachment A);
2. programming of an additional \$3,449,000 within the capacity of Measure M MSP - Transit Program (Attachment B);
3. inter-program borrowing and programming of an additional \$2,400,000 from the Subregion's Measure M MSP - Active Transportation Program to the Highway Efficiency Program (Attachment C); and

B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
UPDATE – SAN GABRIEL VALLEY SUBREGION**

2022-0234

A. APPROVED ON CONSENT CALENDAR:

1. programming of an additional \$150,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Bus System Improvement Program;
2. programming of an additional \$6,452,974 within the capacity of Measure M MSP – Active Transportation Program;

(continued on next page)

(Item 7 – continued from previous page)

3. inter-program borrowing and programming of an additional \$8,395,000 from Measure M MSP – Active Transportation and Highway Demand Based Programs to the First/Last Mile and Complete Streets Program; and
 4. programming of \$1,000,000 within the capacity of Measure M MSP – Highway Demand Based Program; and
- B. REPROGRAMMING of projects previously approved in order to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

8. SUBJECT: I-710 SOUTH CORRIDOR PROJECT

2022-0100

APPROVED ON CONSENT CALENDAR:

- A. Alternative 1, the "No Build" alternative, as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document; and
- B. RECEIVED AND FILED overview of 710 Task Force and development of the I-710 South Corridor Investment Plan in place of the previous I-710 South Corridor Project.

9. SUBJECT: I-710 SOUTH CORRIDOR MOTION

2022-0355

APPROVED Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

(continued on next page)

(Item 9 – continued from previous page)

We, therefore, further direct the Chief Executive Officer to:

A. Develop and Implement a project Investment Plan, which:

1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
4. Provides a suite of major investments that can be completed no later than 2028;
5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act "Grants Strategy and 5-Year Implementation Plan" currently under development for presentation to the Metro Board;

B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.

C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project's Investment Plan; and

D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	A	Y	Y	Y	A	Y	A	Y	Y

10. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2022-0094

APPROVED AS AMENDED the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$51,241,974 in fiscal year (FY) 2021-22 LCTOP grant funds for the Crenshaw/LAX Transit Corridor Operations Project and/or the Fareless System Initiative (FSI) Pilot;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

BUTTS AMENDMENT: Since LCTOP is eligible for Crenshaw Startup and Operations as well as the FSI Pilot Program, I would move to request a report back in August on the Operations funding outlook beyond Fiscal Year 23 and how LCTOP can help forestall the expected operations deficit specifically as it pertains to Crenshaw.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

13. SUBJECT: MANAGEMENT AUDIT SERVICES FY 2022 THIRD QUARTER REPORT AND AUDIT CHARTER 2022-0251

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Management Audit Services FY 2022 third quarter report; and
- B. ADOPTING the Management Audit Services Audit Charter.

15. SUBJECT: FISCAL YEAR 2023 (FY23) BUDGET 2022-0243

ADOPTED AS AMENDED:

- A. the proposed FY23 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net <https://www.metro.net/about/financebudget/>](https://www.metro.net/about/financebudget/));
 - 1. AUTHORIZING \$8.8 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;and

(continued on next page)

(Item 15 – continued from previous page)

- 2. AUTHORIZING a total of 10,596 FTEs with 8,778 Represented FTEs and 1,818 Non-Represented FTEs; and
 - 3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 3.5% (except for SMART); and
 - 4. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
 - 5. AMENDING the proposed budget to include any Board approved actions currently under consideration, from now to the end of fiscal year (June 30, 2022); and
 - 6. AMENDING the proposed budget by \$3.2 million, taking it from \$6.8 million to \$10.0 million for Crenshaw Northern for a technical correction; and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY23 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval; and
- C. APPROVING the addition of one new Non-Represented pay grade to alleviate the pay progression and maintain a consistent pay range from mid-point to mid-point as shown in Attachment E; and
- B. APPROVING pay grade upgrade for the Board Clerk job classification.

SOLIS AMENDMENT: With that, I would like propose an amendment to this item that directs Metro staff to explore, if feasible, utilizing that excess \$35 million for non-freeway purposes in the San Gabriel Valley. I would like staff to report back in August on if and how that funding can be used to support non-freeway projects like bus lanes or even support some partner agencies like ACE.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

16. SUBJECT: PROPOSITION C BONDS

2022-0114

ADOPTED a Resolution that authorizes the issuance and sale of up to \$67 million in aggregate principal amount of the Proposition C Sales Tax Revenue Refunding Bonds in one or more series, and the taking all other actions necessary in connection with the issuance of the refunding bonds.

(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

17. SUBJECT: PS51220, ZEBGO PARTNERS, JOINT VENTURE, ZERO EMISSIONS PROGRAM MASTER PLAN

2021-0814

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 8 with ZEBGO Partners, JV, to continue technical consultant services for the Zero Emission Bus (ZEB) Program Master Plan and as needed tasks for ZE implementation support at the cost-plus fixed fee price of \$3,500,624, increasing the Contract value from \$7,139,376 to \$10,640,000 thus allowing for an 18 month period of performance extension from June 30, 2022 to January 1, 2024; and
- B. INCREASE Contract Modification Authority by \$350,062 for a total of \$3,850,687 to facilitate the as needed tasks for ZE implementation support under Modification No. 8.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	C	Y	C	A	Y	A	Y	Y

18. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

2022-0185

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$1,440,000, increasing the contract four-year base authority from \$2,795,911 to \$4,235,911.

25. SUBJECT: LINK UNION STATION PROJECT

2021-0773 18. SUBJECT

APPROVED ON CONSENT CALENDAR:

- A. The California High Speed Rail Authority Project Management Funding Agreement (PMFA) in the amount of \$423.335 million for the Link US Phase A Project and authorize the CEO to execute the Project Management Funding Agreement (PMFA) pursuant to Senate Bill 1029; and
- B. A Partial Preconstruction Phase Life of Project Budget in the amount of \$297.818 million, including \$121.382 million for the new Preconstruction Work and \$176.436 million for work previously approved by the Board since 2015.

27. SUBJECT: METRO ADVISORY BODY COMPENSATION POLICY UPDATE

2022-0090

APPROVED ON CONSENT CALENDAR:

- A. proposed amendments to the Metro Advisory Body Compensation Policy (ABC Policy); and
- B. DELEGATING authority to the CEO or their designee to amend the ABC Policy, with the exception of the advisory body tiers and respective compensation amounts, as-needed to implement the policy.

29. SUBJECT: SUBREGIONAL EQUITY PROGRAM GUIDELINES

2020-0501

APPROVED ON CONSENT CALENDAR guidelines for the use of the Subregional Equity Program funds.

30. SUBJECT: 48 BY '28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION

2022-0101

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING and FILING the report back to Motion 43 on a 48 by 2028 Policy Objective to Increase Small and Disadvantaged Business Participation; and
- B. ADOPTING the Top 8 for 48 by '28 Plan.

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

2022-0369 25. SUBJ2

APPROVED ON CONSENT CALENDAR the following findings:

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

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

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

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

35. SUBJECT: RESPONSE TO MOTION 24: POLICING ON THE METRO BUS AND RAIL TRANSIT SYSTEM

2022-0288

AUTHORIZED the Chief Executive Officer to:

- A. RECEIVE and FILE the Safety Contingency Plan for Law Enforcement; and
- B. DELEGATE authority to the Chief Executive Officer to take any and all actions necessary and appropriate to implement the contingency plan if the Los Angeles County Sheriff's Department (LASD) fails to meet its contractual obligations over the course of the next 12 months.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

36. SUBJECT: CLOSED SESSION

2022-0367

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

1. Amir Golshani v. LACMTA, Case No. 20STCV00725

AUTHORIZED settlement in the sum of \$400,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

2. Guadalupe Zamundio-Serafin v. LACTMA, Case No. 19STCV14421

AUTHORIZED settlement in the sum of \$500,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

3. Mei Wong v. LACMTA, Case No. 19STCV43291

AUTHORIZED settlement in the sum of \$4,100,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

4. Jobs To Move America v. New Flyer of America, Inc., Case No. 18STCV06276

AUTHORIZED settlement between Jobs To Move America v. New Flyer of America, Inc.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

B. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Robert Bonner and Cristian Leiva, or designees.

Employee Organization: SMART

No Report.

ADJOURNED AT 2:54 P.M IN MEMORY OF NORMAN MINETA.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration



Collette Langston, Board Clerk