



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2026-0547, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JULY 23, 2026**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 28, 2026.



May 21st, 2026

The Honorable Tim Sandoval, Chair
Finance, Budget, and Audit Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Re: Metro Budget Public Hearing Item 27 - Fiscal Year 2027 Budget

Dear Chair Sandoval,

Californians for Electric Rail is a statewide, grassroots organization that advocates for improving regional transportation via fast, frequent, zero-emissions electric regional and intercity rail, with members in Los Angeles County and throughout Southern California. We write in opposition to proposed 3% reductions to Metrolink funding. Metro must maintain or increase its operational support from 2025-2026 for upcoming budget years.

Metrolink is the nation's third-largest regional rail system, serving 6 million annual riders. It is a vital lifeline for residents outside of the City of Los Angeles to access job centers in the city, as well as for Angelinos to access high-paying jobs in Orange County. Metro Los Angeles has more than 300,000 super-commuters, one of the highest rates in the country. For residents of Orange, Riverside, San Bernardino, and Ventura counties, as well as residents of the Antelope Valley, Santa Clarita, and the northern San Fernando and southern San Gabriel Valleys, Metrolink the best or only transit option to reach LA. And with Southern California home to some of the nation's worst traffic and air pollution and rapidly rising gas prices, viable alternatives to driving are not optional.

Metrolink currently has a \$30 M budget deficit. Since 2020, costs have increased gradually with record inflation, while ridership is still below 2019 levels, as 9-5 office commuters work from home and Los Angeles' population has declined. LA Metro rail is in a similar situation, with about 65% ridership recovery compared to 60% for Metrolink. Now, pandemic-era emergency funding has run out. Metro's budget proposal offers further 3% cuts that exacerbate a dire situation. Metrolink is facing dramatic service cuts that could reduce weekday service on the San Bernardino Line by 50%. Eliminating weekend or evening service, or terminating lines (such as the Antelope Valley Line at Santa Clarita) is also on the table.

These cuts would be a disaster for Metrolink and for the region. This level of cuts could lead to the transit death spiral, causing a ridership decline that begets further deficits and cuts that threaten the continued viability of the system, echoing the [recent demise of Minneapolis' Northstar](#) service. With bare bones service, the 73% of Metrolink riders who own cars will be forced back onto the roads, increasing traffic, air pollution, and average transportation costs

amidst an energy crisis (the [last Gulf Oil shipment](#) arrived nearly three weeks ago). Meanwhile, Los Angeles is actively planning for the 2028 Olympics, which will massively increase off-peak and regional travel demand - including to Olympics venues accessible by Metrolink outside of Los Angeles County. How does Metro plan to accommodate these riders if Metrolink is nonexistent or running bare-bones service?

We understand that Metro [wants to prioritize Metrolink](#) service within Los Angeles County even as it cuts funding. This is simply not workable. Metrolink is a regional rail system designed to transport people across county lines. Metrolink transports riders from outside the county onto local Metro service, and these same riders pay LA County sales taxes that support transit. Metro's budget decisions affect the entire region. Why should riders in Riverside and San Bernardino Counties, whose leaders are committed to maintaining Metrolink funding and service, suffer for decisions made by Metro that they have no meaningful influence on?

Metrolink provides incredibly cost effective service - particularly with its move to a regional rail model that better fits today's travel patterns. Metrolink Reimagined, the move towards all-day, clockface, pulsed schedules, resulted in a *decrease* in subsidy because it boosted service for very little cost by making more efficient use of equipment and staffing. The full buildout of Metrolink reimagined would increase train miles by 93% [while only increasing needed support by 21%](#). Cutting service and returning to peak-only schedules will reduce ridership while increasing costs per rider.

Meanwhile, Metro continues to invest staff time and billions of dollars in state money to advance capital projects like the SCORE program and LinkUS that are intended to boost Metrolink capacity. Metrolink service cuts considerably reduce the value of these projects and could jeopardize slots on BNSF-owned tracks, which will add costs later if service is eventually restored. The SCORE program promised 30 minute systemwide service, but this may never be fulfilled if cuts go through. Against the vast cost of these projects, Metro cannot find \$5B to maintain support for Metrolink?

We understand that Metro has lower than expected sales tax revenue and has its own important service expansions, such as the D line expansion. Nevertheless, the choice to cut Metrolink budget but not other items speaks to misplaced priorities. Metro plans to spend [\\$900 million on widening highways](#) and recently approved additional spending to widen the 5 directly parallel to Metrolink near Norwalk. Widening freeways worsens traffic and air pollution and directly competes with Metrolink for riders. The proposed budget plans to *increase* funding for Metro Micro, which has received widespread criticism for its high cost and low ridership. Metro Micro transports as many people far shorter distances in a week as Metrolink does in a day, at a higher cost per rider. A modest 25% cut to Metro Micro would allow Metro to maintain previous funding levels, while eliminating the program would nearly fill Metrolink's budget deficit. Finally, Metro committed nearly [\\$800M in flexible SB 125 emergency funding](#) for the capital costs of the A line extension to Claremont which duplicates Metrolink. While the A line extension may be worth doing, it is a not an appropriate use of SB 125 funds, which were intended to stave off

service cuts like those now facing Metrolink. We urge Metro to seek options other than Metrolink cuts to maintain a balanced budget.

We understand that Metro has concerns about the management and cost effectiveness of Metrolink operations. We share some of these concerns and are interested in working with Metro on meaningful reforms, which will take more time than available in the budget season. However, cutting Metrolink's budget does not address and even exacerbates these issues.

[Electrifying Metrolink](#) would reduce operating costs per rider and make Metrolink more efficient. Electric trains, such as those recently debuted on Caltrain, have lower operating costs because they require less maintenance and are efficiently powered by electricity. Electric trains can also provide more frequent service with the same amount of staff and equipment because they accelerate faster than diesel trains, resulting in shorter trip times. These benefits, along with major service expansions associated with electrification, made Caltrain the [fastest-growing transit agency in 2025](#). However, continued investment in service and growth is a necessary prerequisite for electrification, and Metro's cuts take the system in the wrong direction.

Metrolink's governance is clearly not working. The 5 county Joint Powers Authority structure, where each county has absolute control over their portion of funding and capital projects but limited oversight over the *system*, is not producing the service and ridership growth our system needs. Californians for Electric Rail supports consolidating Metrolink governance into a single regional entity with dedicated funding, unified control over public right of way, and a full time board that can provide meaningful oversight. We encourage Metro to lend their support to reform efforts to increase coordination, oversight, and public access, while maintaining funding until such reforms can be achieved.

In the short term, we request you approve Metrolink's request for a continuing resolution while they determine how to distribute service cuts throughout the system. For next year's budget, we urge you to reverse the 3% cuts and maintain previous levels of operational support for Metrolink through 2030.

Sincerely,
Adriana Rizzo
Founding Member, Californians for Electric Rail



May 27, 2026

Chair Dutra and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

**RE: Increase Investments in Zero-Emission Buses – GENERAL COMMENT on
Item #22: Fiscal Year 2027 Proposed Budget and AGAINST Item #43:
Renewable Natural Gas Provider**

Dear Chair Dutra and Members of the Board:

As the Los Angeles County Electric Truck and Bus Coalition (LACETBC), we write regarding the urgent need for Metro to invest in zero-emission buses. **We urge Metro to increase its allocations in the Fiscal Year 2027 proposed budget for zero-emission buses (ZEBs) and the supporting charging infrastructure and to reconsider the proposed \$250 million, 8-year contract with Shell for renewable natural gas (RNG).** These critical actions will enable Metro to deliver cleaner, safer rides to the 80 percent of its ridership that relies on transit buses.

Our coalition is committed to achieving zero-emission electric bus and truck adoption with robust workforce standards so that communities can breathe clean air and enjoy family-sustaining, high-wage careers.

First, we commend Metro for increasing its investment in ZEB procurement by \$11 million compared to the Fiscal Year 2026 budget. However, the proposed allocation of \$47 million does not go far enough. Metro staff has estimated that “transitioning the entire fleet and all ten divisions to zero emission no later than 2035 will require nearly three times [the current] average annual investment.”¹ Accordingly, we request that Metro increase this investment to at least \$105 million—triple the FY 26 amount.

An increased allocation to ZEB procurement would better reflect Metro’s own stated values, as well as the values of its ridership. In the introductory remarks to the proposed budget, Metro

¹ [2024-0470.pdf](#)



CEO Stephanie Wiggins noted that, “budgets are statements of values - and Metro’s values are focused on delivering a transit experience that is better for everyone - safer, cleaner, more reliable and easier to use.”² Emissions are a significant factor in both safety and cleanliness, as pollution from gas-powered buses produces dangerous health and environmental impacts. Furthermore, in Metro’s public outreach report, “earth-friendly buses” were identified as a top ten priority for its riders.³ Despite this, a \$47 million allocation totals only about 0.5 percent of the total budget.

We also strongly oppose the proposed contract with Shell to provide RNG to Metro. Metro should under no circumstances be supporting Shell with a contract of this magnitude. Shell has caused significant harm to communities here and across the globe. Notably, the company is named in the State of California’s lawsuit against giant oil companies for engaging in a decades-long campaign of deception and creating statewide climate change-related harms in California. Consequently, California has spent tens of billions of dollars to adapt to climate change and address the damages climate change has caused so far, including health and environmental impacts, and the state will need to spend multiples of that in the years to come.⁴ Los Angeles is not immune to Shell’s misconduct. As home to the country’s largest urban oil field, many communities here—especially the low-income and minority communities in Carson⁵—are within close proximity of active, idle, and leaking wells and tanks that have been strongly correlated with higher rates of asthma, cancer, and other long-term respiratory issues.⁶

In general, RNG needs to be phased out. Metro claims that its RNG buses are “clean air vehicles,” but in reality, RNG is a dirty and dangerous fuel that is functionally equivalent to burning fossil fuels in terms of unhealthy air pollution impacts to our communities in Los Angeles. Burning RNG produces nitrogen oxides (NO_x) emissions and contributes to particulate matter and ozone (smog) formation. Exposure to these pollutants is linked to health impacts such as respiratory illness, heart disease, cancer, reproductive issues, and even early

² [Fiscal Year 2027 Proposed Budget Book Summary.pdf](#)

³ [Metro Board Report to the Finance, Budget, and Audit Committee, Attachment D, May 21, 2026](#). We would also like to draw attention to the vague term “earth-friendly” and the absence of specificity to zero-emission buses in the My Metro Priorities initiative. It is critical that Metro does not consider biofuels such as RNG as “earth-friendly,” because they release dangerous co-pollutants into the air that our communities breathe.

⁴ [Attorney General Bonta Announces Lawsuit Against Oil and Gas Companies for Misleading Public About Climate Change | State of California - Department of Justice - Office of the Attorney General](#)

⁵ [City of Carson Takes on Shell Oil, Courthouse News Service, January 28, 2013](#)

⁶ [Assessing the Health and Community Impacts of Oil Drilling Near Homes in South Los Angeles — Institute of the Environment and Sustainability at UCLA](#)



death.⁷

Metro staff asserts that RNG is an important bridge fuel to electrification, and that the Low Carbon Fuel Standard (LCFS) credits Shell will provide Metro is a major factor in the contract decision. We feel that these factors do not warrant the award to Shell. While we appreciate that 80 percent of the revenue from LCFS is used toward ZEBs, Metro will only start receiving those credits in 2031—after the original 2030 deadline for electrifying its buses. The transition to ZEBs is too urgent and critical to rely on these future LCFS credits with value that is uncertain and changing as credit intensity scoring is adjusted. Metro needs to act now to increase its budget for ZEBs and build a more sustainable funding stream for the transition. Electrifying as fast as possible will also provide the most benefit in the long term, as it will allow for capturing maximum credits for ZEBs as cleaner fuels will lose value in the market every year as the benchmarks decrease.

Metro must catalyze increased electric bus deployments so we can get ZEBs on the road, cut air pollution, build the infrastructure we need to support the transition, create good manufacturing jobs, and foster community benefits for the Los Angeles region. We can do all of this and still provide reliable bus service.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

⁷ [Health Impact of Pollution | State of the Air | American Lung Association](#)

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Board Meeting Agenda Item #22 - Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:56:48 PM

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Metro Board Clerk,

Dear Metrolink Board,

Stop the transit death spiral.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

A dollar invested in transit has been demonstrated to return five dollars--not to corporations, not to special interests--to cities and communities. Yet for some reason, the State of California routinely underinvests in transit, and the results are utterly predictable and manifest. Our roads are clogged, our air is polluted, and our communities are poorly connected. At the same time, families across California who currently have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts. These proposed cuts are not only ill-advised; they are callous and cruel.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Daniel Henderson

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Board Mtg 5/28 - Agenda Item 22 - NEEDS MORE CONSIDERATION
Date: Wednesday, May 27, 2026 4:36:21 PM

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1. Please reverse the 3.4 percent cut and RESTORE FULL FUNDING for Metrolink, a vital part of the regional transit system.

REGIONAL RAIL					
Metro Regional Rail	\$	114.5	\$	239.6	\$ 125.1 109.2%
Metrolink ⁽¹⁾		181.4		175.3	(6.1) -3.4%
Regional Rail Total	\$	295.9	\$	415.0	\$ 119.0 40.2%

I have a car but use Metrolink's San Bernardino line to Claremont, and the OC Line to Anaheim. Recent cuts to Metrolink service due to reliability problems – including a major reduction in service frequency - have already complicated my ride, and if made permanent would put me on the road instead.

At a time of high gasoline prices, the recommended cut to Metro's contribution to the Metrolink Budget is particularly shortsighted and tone-deaf.

I can accept a modest fare increase. But I would urge Metro to insist that Metrolink first ENFORCE FARES on all riders. Many riders note that fare enforcement is not consistent.

Los Angeles needs a world class regional high frequency train service, like other Olympic host cities have.

2. I support a larger increase in funding for security and system reliability and cleanliness, including a resumption of system wide fare enforcement and installation of entry barriers.

*The proposed budget increase for security is only 1.9 percent, and the proposed increase for MTS only represents MTS' annual salary and wage adjustments per the CBAs - not for hiring the additional MTS officers that would improve security. **The small increases do not adequately respond to Metro's own public surveys finding riders clearly place security as their top priority (see below).***

Attachment D to Agenda Item, states that Metro's own analysis of public feedback states that "core themes, validated by riders year after year, will be central to Metro's budgetary decision-making."

These themes include findings on Public Safety (prioritizing enhanced security measures) and Service Frequency & Reliability (committing resources to ensure transit remains efficient, frequent, and accessible).

As the survey of public views found, there are very clear and explicit linkages between fare evasion, crime and antisocial behavior on Metro.

The budget needs to fully fund routine fare inspections systemwide, and the installation of fare gates and tap to exit at every station on every line.

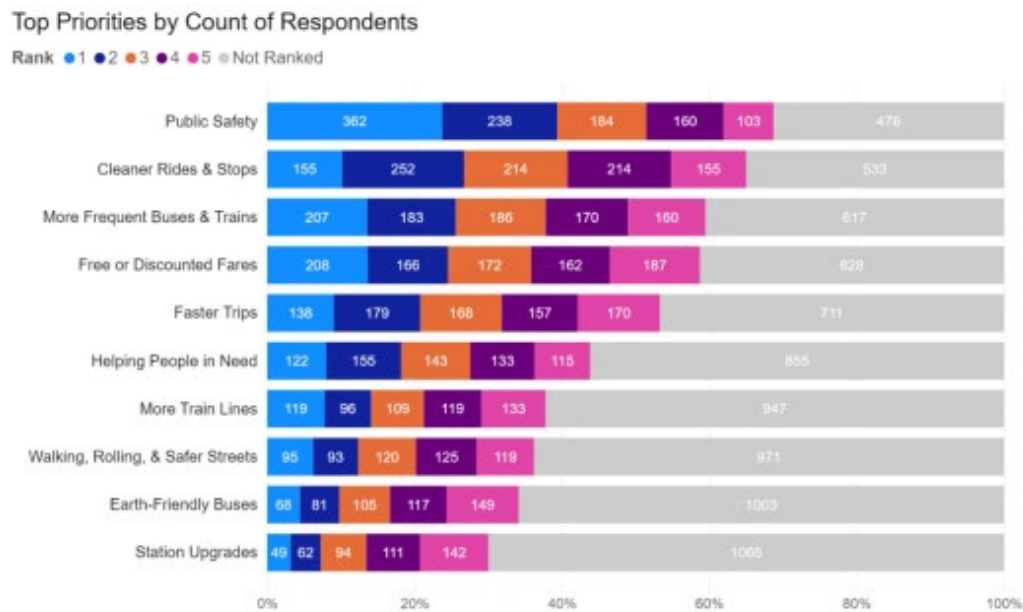
That investment will pay great dividends: more ridership as people feel safer and more badly needed fare revenue.

We know Metro can conduct effective fare enforcement – it did

so before 2018 – and other progressive cities with proof of payment systems successfully conduct fare enforcement.

Denver RTD did over five million fare checks on its system in 2025 - over 400,000 a month, compared to Metro’s approximately 6,000 in February 2026.

At a minimum, and consistent with the letter to the Board by Metro's own San Gabriel Valley Service Advisory Council, Metro should resume full fare enforcement systemwide by deploying existing MTS officers to conduct fare enforcement.



Public Feedback Analysis

Analysis of the collective quantitative and qualitative input revealed ongoing priorities for the Metro community. These core themes, validated by riders year after year, will be central to Metro's budgetary decision-making:

- **Public Safety:** Prioritizing enhanced security measures, including traditional and care-based approaches.

ATTACHMENT D

- **Service Frequency & Reliability:** Committing resources to ensure transit remains efficient, frequent, and accessible.
- **Infrastructure & Cleanliness:** Maintaining high standards for vehicle and station upkeep to ensure a consistently clean and dependable riding experience.

Thank you

P.A. Brown
San Gabriel Valley

From: [REDACTED]
To: Board Clerk; tim.sandoval@pomonaca.gov
Subject: (EXTERNAL) Budget Public Hearing Item 22: Fiscal Year 2027 Proposed Budget
Date: Wednesday, May 20, 2026 5:08:13 PM
Attachments: [Metro Budget Hearing comment letter-1.pdf](#)

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Dear Chair Sandoval and Metro board clerk,
Please find the attached comment from Californians for Electric Rail regarding the Fiscal Year 2027 proposed budget.

Sincerely,
Adriana Rizzo

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Do not cut funding for the Metrolink in Socal
Date: Wednesday, May 20, 2026 10:07:34 PM

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Metro Board Clerk,

Hello,

My family rode the Metrolink today and experienced some disruptions in my commute back to Redlands. Though there were a lot of people — more than most people would think! — traveling on the SB line, it happens time and time again; almost half the time that we ride, the trains are delayed.

Transit is a large part of infrastructure for more resilient living. Arrow is great, but if Metrolink doesn't improve its timetables and schedules it is very hard to use, and especially the Redlands connection, which most people use to connect to the SB and IE lines for long distance travel to other areas (LA, OC, etc.).

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon — we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show — through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go, due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Sincerely,
Sara

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Do Not Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:25:24 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

For a state that prides itself on being forward-thinking and progressive, California continues to fall far behind when it comes to building a world-class public transportation system. Instead of expanding and improving transit, we are debating cuts that move us in the opposite direction of where we should be headed. Californians deserve transportation that is safe, reliable, fast, and accessible — a system that gives people a real alternative to sitting in traffic for hours every day. Rather than reducing funding, the state should be investing more in modern rail and transit infrastructure that connects communities, reduces emissions, and supports the millions of residents who depend on public transportation every day

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Edenilson Ruiz

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) DO NOT Cut Funding to Metrolink!
Date: Monday, May 25, 2026 12:44:53 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Muffy Bolding

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) DO NOT cut Funding to Metrolink
Date: Sunday, May 24, 2026 4:36:07 PM

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Metro Board Clerk,

Hello,

I'm a long time inland empire resident who grew up without a car. Metrolink was the only way for me to get from my hometown to LA to visit friends, family, museums, and local events.

In a time where gas prices are on astronomical rise while wages of everyday working people stay stagnant (if they're not suffering from layoff and the economic instability), it's unconscionable to be cutting public transit. Especially if you think about the environmental impact more cars added to the climate crisis we're in now.

With the upcoming Olympics, now is literally the worst time to cut public transit.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

For the fourth largest economy in the world, this \$30M budget gap is laughable. We deserve better. Southern California can be a leader in serving people and public transit as a move to a more equitable world.

We deserve better. Please do better. Please save Metrolink and give it a permanent funding source.

Thank You,

Peggy Lien

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink PLEASE
Date: Wednesday, May 20, 2026 10:04:39 PM

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Metro Board Clerk,

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better. Make CA a leader in public transportation-- for the people and for the planet.

Thank You,

susan pelican

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink!!!
Date: Wednesday, May 20, 2026 8:35:05 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Mishell

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink!
Date: Thursday, May 21, 2026 1:26:51 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Daniel Goldberg

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink!
Date: Thursday, May 21, 2026 10:45:29 AM

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We deserve better.

Thank You,

Tracy Gutierrez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink!
Date: Monday, May 25, 2026 4:02:37 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Sincerely,

Grace Ukoha

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 4:04:48 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

AJ cho

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 3:01:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Ismael Gonzalez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 12:21:41 PM

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I would urge you to oppose the funding cuts to Metrolink and wish for expanded service in the future.

Thank You,
Charlie

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 11:29:33 AM

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We deserve better.

Thank You,

Amanda Salas

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 7:17:12 AM

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We deserve better.

Thank You,

Zlata Figurina

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 7:07:21 AM

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Metro Board Clerk,

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We deserve better.

Thank You,

Rodolfo Cortes

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 6:11:56 AM

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We deserve better.

Thank You,

Leslie Benitez Ruiz

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 1:30:37 AM

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Metro Board Clerk,

Metro Link is a vital public transportation resource. It's critical that Southern California maintains this service. Public transportation is critical to the economy. If Metro Link has to cut service it will have a devastating impact on workers.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,
Simone

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 12:30:35 AM

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We deserve better.

Thank You,

Angelica Puentes

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 11:54:38 PM

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We deserve better.

Thank You,

Gary Stewart

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:38:24 PM

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We deserve better.

Thank You,

Alain Chau

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:24:51 PM

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We deserve better.

Thank You,

Maria Do
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:23:22 PM

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We deserve better.

Thank You,

Tina Dang

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:22:11 PM

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We deserve better.

Thank You,

Diana Dang-Chau

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 8:24:37 PM

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We deserve better.

Thank You,

Satya Vayu

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:57:20 PM

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We deserve better.

Thank You,

Kat N
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:38:18 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Timothy Biley

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:14:25 PM

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We deserve better.

Thank You,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:12:15 PM

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We deserve better.

Thank You,

Rebecca Berlant

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 4:21:52 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Roman Pe'a

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:42:09 PM

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We deserve better.

Thank You,

Sofie Dooley

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:40:22 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Jaden Lednum

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:39:26 PM

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We deserve better.

Thank You,

Orion F

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:18:42 PM

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We deserve better.

Thank You,

Karen McCaw

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 2:48:33 PM

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We deserve better.

Thank You,

Maria Osorto

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 11:03:35 AM

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Regional rail service is not a luxury; it is a structural necessity for the Southern California megaregion. Metrolink spans six counties, seamlessly moving thousands of daily commuters across vast distances that would otherwise be spent idling on our oversaturated freeway network. By providing a viable, high-capacity alternative to driving, regional rail serves as a foundational pillar for regional economic mobility and equity.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

Furthermore, starving Metrolink of operational support directly conflicts with California's ambitious climate policy goals. The state cannot realistically achieve its statutory mandates for greenhouse gas reduction and carbon neutrality without aggressively shifting drivers off the road and onto electrified or low-emission rail networks. Dismantling regional transit service right now guarantees a spike in vehicle miles traveled (VMT), worsening our air quality and pushing our climate targets entirely out of reach. If California is serious about its environmental leadership, it must safeguard the financial stability of the transit systems that clean our air

We deserve better.

Thank You,

Will Howard

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 10:57:14 AM

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We deserve better.

Thank You,

Christine Gilbert

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:31:24 AM

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We deserve better.

Thank You,

Hannah McCarthy

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 2:44:51 AM

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We deserve better.

Thank You,

Charles Tippie

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 2:19:52 AM

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We deserve better.

Thank You,

Bridget De La Torre

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 10:47:19 PM

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We deserve better.

Thank You,

Paul Cockrell

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 10:35:52 PM

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We deserve better.

Thank You,

Margaret McCarty

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 9:56:01 PM

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We deserve better.

Thank You,

Anthony Mascarenas

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 9:53:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Marcel Duruisseau

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 8:32:25 PM

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We deserve better.

Thank You,

Mason Rafferty

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:51:53 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Elizabeth Nguyen

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:51:38 PM

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We deserve better.

Thank You,

Daniel Gilbert

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:47:06 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Annie Bolding

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:42:09 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Audrey Little

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:09:01 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Briana Gonzales

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 6:52:31 PM

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Metro Board Clerk,

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Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Tracy Cockrell

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 6:40:45 PM

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Metro Board Clerk,

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Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Curtis Ulrich

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 5:33:32 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Jennifer O'Rourke

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 5:10:59 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You, Robert H. Gilbert

Robert Gilbert
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 3:39:35 PM

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Metro Board Clerk,

My best friend uses Metrolink to get to her job as a forensic scientist, serving justice in Los Angeles.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Caitlin Mansur

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 3:00:44 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is one of the highest. Car payments, gas, and insurance are too expensive, and with the extreme cost of gas prices, costs aren't coming down anytime soon. We need to protect transit access for thousands of California and make it a better option for everyone.

The State of California routinely underinvests in its transit services, and the results are highly noticeable. It shows through our clogged roads, our polluted air, and our poorly connected communities. I'm one of the California's that currently rely on cheap transit. Reliable access is crucial to go to school, work, the store, other cities, and other places that we won't be able to go to with the looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. This would make it impossible to go to different cities that public busses don't cover. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Matthew Guzman

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 1:56:28 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Karla Alonso

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 1:51:22 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Emily Gomez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:53:32 PM

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Alex Wenz

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:40:47 PM

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Metro Board Clerk,

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Hunter Bolding

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:32:34 PM

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Metro Board Clerk,

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

Personally, I depend on Metrolink to get to work every day in downtown LA at my job as a forensic scientist for LAPD. The building I work in does not have easy or free parking in or nearby, so driving is not a reliable option for me. In addition, the rising cost of gas and the stress of driving are not something I want to reintroduce to my routine. Metrolink offers me a reliable and relaxing trip to work every day, improving my quality of life and overall happiness and wellbeing as I work in the public sector to keep our city safe.

We deserve better.

Thank You,

Katie Cockrell
[REDACTED]
[REDACTED]



From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:31:13 PM

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Metro Board Clerk,

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Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Beatriz Sanchez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:10:00 PM

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Metro Board Clerk,

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Amber Dudkowski

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 10:05:16 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Janna Cieslak

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 9:05:17 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

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We deserve better.

Thank You,

Leonardo Serrano

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 8:52:36 AM

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We deserve better.

Thank You,

Daniel Moreno

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 8:36:01 AM

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We deserve better.

Thank You,

Amairani Cortez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 11:55:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Tony Hoang

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:45:48 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Quyen Sugiyama

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:37:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better and we can do better.

Thank You,

Melissa Waters

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 8:12:01 PM

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We deserve better.

Thank You,

Janak Chadha

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 3:44:02 PM

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We deserve better.

Thank You,

Shahab

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 3:09:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

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We deserve better.

Thank You,

Mark Li

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 2:07:10 PM

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We deserve better.

Thank You,

Catrina Choudhry

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:50:53 AM

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We deserve better.

Thank You,

Sydney Garretson

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:22:09 AM

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We deserve better.

Thank You,

C. Rey Koo

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 9:14:50 AM

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We deserve better.

Thank You,

Cynthia Robbins

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 8:30:33 AM

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We deserve better.

Thank You,

humaira Afzal

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 2:08:29 AM

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We deserve better.

Thank You,

Sergio Perez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:52:37 PM

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We deserve better.

Thank You,

Maria Friesen

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:27:33 PM

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We deserve better.

Thank You,

Mireya Reyes

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:27:29 PM

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Metro Board Clerk,

As prices of gas and all other things rise, Californians are draining their wallets faster than they could speak. Cutting funding to Metrolink a service Californians use for affordable transport isn't gonna make this any better. Cars are also costing chronic pollution and congestion. Many people in southern California often have to rely on cars to commute to and from work. Metrolink is an escape from driving and sitting in traffic all week. Cutting funding leads to cutting weekend service. The trains headways are also just gonna get even more horrible. And for me I love trains and not having to drive an automobile so I urge your board oppose these cuts.

Thank you.

Justin Au

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:07:17 PM

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We deserve better.

Thank You,

Alex Rodriguez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 9:22:39 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Connie Raper

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 6:20:59 PM

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Metro Board Clerk,

Addendum: I'm a college student, and depend heavily on metrolink. The transportation is instrumental to my living here. The more policies I hear about the more I get the message loud and clear: California does not want me here.

Original Message: The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Jacob Reed

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 3:56:19 PM

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We deserve better.

Thank You,

Lyndon de la Torre

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 3:51:10 PM

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We deserve better.

Thank You,

Roberto Gonzalez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 2:19:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

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We deserve better.

Thank You,

Ada Bevacqua

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 1:50:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

I am a parent of 5 3 of which rely on Metrolink for work and school I myself travel between A. and Oceanside on Metro to see my kids NO CUTS!!

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

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We deserve better.

Thank You, Rachel Montanez

Rachel Montanez
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 1:47:32 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 12:30:09 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Dustie McLaughlin

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 11:14:57 AM

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Metro Board Clerk,

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We deserve better.

Thank You,

Arnolfo Bringas

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 11:13:52 AM

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We deserve better.

Thank You,

Daniel Velasquez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 11:04:36 AM

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We deserve better.

Thank You,

Aviv Schifrin

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:30:59 AM

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We deserve better.

Thank You,

Seth Reyes

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:20:56 AM

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We deserve better.

Thank You,

Isaac Poplin

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:05:11 AM

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We deserve better.

Thank You,

Rachel Zayar

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 9:55:50 AM

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We deserve better.

Thank You,

Jasmine Nguyen

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 8:41:56 AM

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We deserve better.

Thank You,

Cheryl Militello

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Saturday, May 23, 2026 7:36:24 AM

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We deserve better.

Thank You,

Katherine Vega

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:12:07 PM

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We deserve better.

Thank You,

Pedro Villarreal

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:20:28 PM

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We deserve better.

Thank You,

Kaden Umana

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:47:45 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Kevin Quihuiz

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:33:43 PM

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We deserve better.

Thank You,

Jennifer Le

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:16:23 PM

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We deserve better.

Thank You,

Gabriela Flores

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:16:12 PM

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We deserve better.

Thank You,

Joanna Fuerte

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:23:38 PM

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We deserve better.

Thank You,

Nickolis Amador

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:31:29 PM

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We deserve better.

Thank You,

Emily Norman

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:29:06 PM

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We deserve better.

Thank You,

Sunny Lan

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:28:28 PM

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We deserve better.

Thank You,

Sunny Lan

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 3:38:25 PM

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We deserve better.

Thank You,

Tanner Cline

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 3:24:13 PM

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We deserve better.

Thank You,

Amanda Yuan

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 3:13:53 PM

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We deserve better.

Thank You,

Ben Hillman

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:18:29 PM

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We deserve better.

Thank You,

Aminata Diop

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:31:33 PM

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We deserve better.

Thank You,

Linda Ferland

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:25:29 PM

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We deserve better.

Thank You,

gabe gonzalez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:21:37 PM

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We deserve better.

Thank You,

Maggie Chen

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:22:27 PM

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We deserve better.

Thank You,

Angely Andrade vallarta

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:21:44 PM

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We deserve better.

Thank You,

Rita Foyle

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 11:49:11 AM

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We deserve better.

Thank You,

Wren Islas

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 11:47:34 AM

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We deserve better.

Thank You,

Graciela Pandy

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 11:01:01 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

And for those of us in LA County, we don't live in a vacuum. LA County Metro doesn't even serve the whole county, and many of us rely on Metrolink as an important regional connection to our local metro lines. Otherwise there are few ways to get anywhere in the other parts of our metropolitan region without a car.

We deserve better.

Thank You,

Caelan Rafferty

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 10:40:29 AM

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Metro Board Clerk,

I am a Southern California native. When I graduated from Pasadena City College, I started my career in the insurance industry, commuting from Burbank to downtown L.A. daily via Metrolink. Work has since moved me to the Bay Area but I return to So Cal regularly for family visits and business trips. When I led a corporate training in Anaheim, I glad to return to Burbank for the weekend via Metrolink. When I attended a business conference in Newport Beach, I went back to Burbank for the weekend via taxi to Irvine and then via Metrolink.

Mass transit is amazing because whenever a train needs more capacity, it's easy to add more railcars. The throughput capacity of a single track of railroad is incredible, compared to the space taken up by automobiles carrying a similar number of passengers (usually just 1 or 2 people in a car). Steel wheels rolling on steel rails are able to move passengers while producing far lower carbon emissions - even using diesel trains. If the trains were electrified, like Caltrain in the Bay Area, or on Amtrak's Northeast Corridor, it would be even better, since the California electrical grid uses so much renewable energy.

I grew up in Burbank in the 1980s when it was still possible to get around So Cal relatively quickly via car. The world that we see in movies like Fletch is gone. The only way the So Cal region can continue to grow, and metabolize the growth that has already occurred, is to build up a multimodal public transportation network. Funding Metrolink even improves quality of life for committed auto drivers, because the one thing every auto driver wants is for there to be fewer other autos on the road.

L.A. needs Metrolink. L.A.'s growth needs Metrolink to grow too.

Michael Escobar

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 10:39:49 AM

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Metro Board Clerk,

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Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Sarah Bruce

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:59:10 AM

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We deserve better.

Thank You,

Luis Mendez

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:48:27 AM

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We deserve better.

Thank You,

Alexandria Tor

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:18:03 AM

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We deserve better.

Thank You,

Stevie Ruiz

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:17:05 AM

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We deserve better.

Thank You,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:14:25 AM

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We deserve better.

Thank You,

DAVID Nguyen

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:03:14 AM

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We deserve better.

Thank You,

Katie Weber

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:27:35 AM

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We deserve better.

Thank You,

Zhe Yu

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:09:48 AM

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We deserve better.

Thank You,

William Ingram

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jason Longworth](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:06:26 AM

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We deserve better.

Thank You,

Jason Longworth

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ruth M](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:05:31 AM

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We deserve better.

Thank You,

Ruth M

[REDACTED]
[REDACTED]
[REDACTED]

From: [Isabella Reyes](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:50:43 AM

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We deserve better.

Thank You,

Isabella Reyes

[REDACTED]
[REDACTED]
[REDACTED]

From: [Leslie Jimenez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:20:03 AM

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We deserve better.

Thank You,

Leslie Jimenez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Lacey Hicks](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:11:33 AM

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We deserve better.

Thank You,

Lacey Hicks

[REDACTED]
[REDACTED]
[REDACTED]

From: [Christian Barron](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:59:33 AM

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We deserve better.

Thank You,

Christian Barron

[REDACTED]
[REDACTED]
[REDACTED]

From: [John Linares](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:39:28 AM

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We deserve better.

Thank You,

John Linares

[REDACTED]
[REDACTED]
[REDACTED]

From: [Joseline Gonzalez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:38:37 AM

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We deserve better.

Thank You,

Joseline Gonzalez

[REDACTED]
[REDACTED]
[REDACTED]

From: [flo guevara](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:27:11 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

flo guevara

[REDACTED]
[REDACTED]
[REDACTED]

From: [Joel Gemino](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:08:54 AM

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We deserve better.

Thank You,

Joel Gemino

[REDACTED]
[REDACTED]
[REDACTED]

From: [Josue antonio](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:54:01 AM

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We deserve better.

Thank You,

Josue antonio

[REDACTED]
[REDACTED]
[REDACTED]

From: [Bilal Karim](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:18:25 AM

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We deserve better.

Thank You,

Bilal Karim

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jesus Pulido-Castro](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:10:03 AM

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We deserve better.

Thank You,

Jesus Pulido-Castro

[REDACTED]
[REDACTED]
[REDACTED]

From: [Leila Rosado](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:25:35 PM

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We deserve better.

Thank You,

Leila Rosado

[REDACTED]
[REDACTED]
[REDACTED]

From: [Vanessa Medina](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:01:51 PM

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We deserve better.

Thank You,

Vanessa Medina

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jonathan Solis](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:42:31 PM

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We deserve better.

Thank You,

Jonathan Solis

[REDACTED]
[REDACTED]
[REDACTED]

From: [sully bautista](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:09:38 PM

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We deserve better.

Thank You,

sully bautista

[REDACTED]
[REDACTED]
[REDACTED]

From: [Lilith Ferreira](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:03:51 PM

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We deserve better.

Thank You,

Lilith Ferreira

[REDACTED]
[REDACTED]
[REDACTED]

From: [Claudia Rico](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:54:29 PM

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We deserve better.

Thank You,

Claudia Rico

[REDACTED]
[REDACTED]
[REDACTED]

From: [Kimberly Riley](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:20:55 PM

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We deserve better.

Thank You,

Kimberly Riley

[REDACTED]
[REDACTED]
[REDACTED]

From: [Oliver Krutosik](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:08:52 PM

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We deserve better.

Thank You,
Oliver Krutosik

Oliver Krutosik

[REDACTED]
[REDACTED]
[REDACTED]

From: [Mallory Furnier](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:00:35 PM

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Metro Board Clerk,

Metrolink was so important for me for commuting to Northridge. It's a fantastic and vital service to help keep more cars off the road and provide an affordable transportation alternative across multiple counties.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

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We deserve better.

Thank You,

Mallory Furnier

[REDACTED]
[REDACTED]
[REDACTED]

From: [ingrid hernandez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:39:08 PM

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We deserve better.

Thank You,

ingrid hernandez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Kieran Sukachevin](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:29:35 PM

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We deserve better.

Thank You,
Kieran Sukachevin

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

From: [D. Fachko](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:25:29 PM

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We deserve better.

Thank You,

D. Fachko

[REDACTED]
[REDACTED]
[REDACTED]

From: [Savana Ammons](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:19:47 PM

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We deserve better.

Thank You,

Savana Ammons

[REDACTED]
[REDACTED]
[REDACTED]

From: [Edward Katynski](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 5:19:33 PM

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We deserve better.

Thank You,

Edward Katynski

[REDACTED]
[REDACTED]
[REDACTED]

From: [Isabel Poon](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 4:57:53 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Isabel Poon

[REDACTED]
[REDACTED]
[REDACTED]

From: [John Comer](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 4:45:39 PM

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We deserve better.

Thank You,

John Comer

[REDACTED]
[REDACTED]
[REDACTED]

From: [Krystina Borak](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 3:24:41 PM

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We deserve better.

Thank You,

Krystina Borak

[REDACTED]
[REDACTED]
[REDACTED]

From: [Paul Lewis III](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 3:23:30 PM

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We deserve better.

Thank You,

Paul Lewis III

[REDACTED]
[REDACTED]
[REDACTED]

From: [Bryce Randle](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:55:27 PM

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We deserve better.

Thank You,

Bryce Randle

[REDACTED]
[REDACTED]
[REDACTED]

From: [Greta Meyerhof](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:48:14 PM

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We deserve better.

Thank You,

Greta Meyerhof

[REDACTED]
[REDACTED]
[REDACTED]

From: [R.G](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:17:00 PM

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We deserve better.

Thank You,
R

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

From: [Josue Ruiz](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:14:22 PM

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I personally rely on Metrolink to commute to work because I find it a far better option than driving on the freeway. It is less stressful, more reliable for my routine, and makes commuting more manageable. I would love to see more frequent departure times so that Metrolink can work even better for people like me who want a practical alternative to driving.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Josue Ruiz

[REDACTED]
[REDACTED]
[REDACTED]

From: [Berenice Lopez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 1:20:39 PM

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We deserve better.

Thank You,

Berenice Lopez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Nathalie Arenas](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 1:19:03 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Nathalie Arenas

[REDACTED]
[REDACTED]
[REDACTED]

From: [Laura Rivas](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 1:05:27 PM

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We deserve better.

Thank You,

Laura Rivas

[REDACTED]
[REDACTED]
[REDACTED]

From: [Eliza Garcia](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:31:46 PM

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We deserve better.

Thank You,

Eliza Garcia

[REDACTED]
[REDACTED]
[REDACTED]

From: [Angela Brown](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:25:37 PM

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We deserve better.

Thank You,

Angela Brown

[REDACTED]
[REDACTED]
[REDACTED]

From: [Tina HUNG](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:10:33 PM

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We deserve better.

Thank You,

Tina HUNG

[REDACTED]
[REDACTED]
[REDACTED]

From: [Greg C.](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:06:35 PM

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We deserve better.

Thank You,

Greg C.

[REDACTED]
[REDACTED]
[REDACTED]

From: [Elizabeth Traub](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:23:17 AM

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We deserve better.

Thank You,

Elizabeth Traub

[REDACTED]
[REDACTED]
[REDACTED]

From: [Matt Takahashi](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:16:33 AM

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Metro Board Clerk,

Hello everyone,

I'm sure you are all used to receiving these form letters for all sorts of public comments. While I agree with the statements of the form letter, my hope is to add a bit of personal context at the top to explain why this service is so vital.

We are living in an era of transportation uncertainty. If the past three months have taught us anything, it's that we need more robust transportation options that are a true alternative to single vehicle use now more than ever.

My wife and I live in Orange County so you may think we have no stakes in whether or not LA Metro continues to fund Metrolink. That could not be further from the truth. On top of the service being multi-county and therefore critical for all communities, my wife also commutes from Anaheim to Burbank for work, usually by train. To reduce service options for her makes it more likely that she will need to take our one and only car to the office, adding another solo trip in a vehicle taking up space on the already crowded highways (which should also stop adding more lanes, we know that no longer works).

We also would love to visit the Los Angeles areas more. We have family, friends, and love to visit the many wonderful attractions and food locations. Yet we routinely decide against it because we don't want to fight the traffic and hunt for parking. Anytime we can utilize the Metrolink and then the Metro system is our preferred way to visit. Cutting back on service outside the 9-5 crowd and on weekends, when those service options were recently improving, would be yet another deterrent for us to visit the Los Angeles area.

I understand times are difficult. Costs are through the roof, inflation isn't going down as much as we'd hope, and there is uncertainty at the state and federal levels. Yet now is the time, more than ever, to take a stand for something worth fighting for. The status quo is no longer sustainable. We must think differently about our future transportation network. The fights will be hard, but if not now, when?

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Matt Takahashi

[REDACTED]
[REDACTED]
[REDACTED]

From: [Angelica Santacruz](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:07:33 AM

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We deserve better.

Thank You,

Angelica Santacruz

[REDACTED]
[REDACTED]
[REDACTED]

From: [Geoffrey Ciccarelli](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:04:40 AM

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Metro Board Clerk,

People use metro systems when they are robust and connected. Cutting services will lead to less riders and more cuts until our system is bare bones and unusable. Which is why we should be investing in transit that gives people a real alternative. Not to mention when the Olympics come around we're going to want as many trains running as possible!

As someone living car-free in Los Angeles, I rely on Metrolink to visit family in Oceanside. And honestly, who wants to be stuck in traffic on the 5 when you can relax on a train instead?

Metrolink is a vital connection for communities across Southern California, but a \$30 million budget deficit now threatens service cuts that would make getting around even harder. OCTA and Metro should reverse these cuts to Metrolink operational support, and the state should continue investing in expanded service instead of forcing the system backward. Also if there's any way we can secure funding for metrolink, similar to how Metro has funding so we don't have to beg for funding routinely, that would be great as well.

Please don't underfund metrolink!

Thank You,

Geoffrey Ciccarelli

[REDACTED]
[REDACTED]
[REDACTED]

From: [Joseph Levy](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:59:52 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Joseph Levy

[REDACTED]
[REDACTED]
[REDACTED]

From: [cristina.korzon](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:57:22 AM

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We deserve better.

Thank You,

cristina.korzon

[REDACTED]
[REDACTED]
[REDACTED]

From: [Nicolas Silva](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:40:57 AM

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We deserve better.

Thank You,

Nicolas Silva

[REDACTED]
[REDACTED]
[REDACTED]

From: [Abby Parker](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:39:23 AM

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We deserve better.

Thank You,

Abby Parker

[REDACTED]
[REDACTED]
[REDACTED]

From: [Luis Miguel](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:38:42 AM

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We deserve better.

Thank You,

Luis Miguel

[REDACTED]
[REDACTED]
[REDACTED]

From: [Gaby Escobar](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:36:07 AM

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We deserve better.

Thank You,

Gaby Escobar

[REDACTED]
[REDACTED]
[REDACTED]

From: [Yui Saito](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:15:02 AM

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We deserve better.

Thank You,

Yui Saito

[REDACTED]
[REDACTED]
[REDACTED]

From: [Karen Castillo](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:11:08 AM

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We deserve better.

Thank You,

Karen Castillo

[REDACTED]

[REDACTED]

[REDACTED]

From: [Nancy Verdin](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:03:56 AM

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We deserve better.

Thank You,

Nancy Verdin

[REDACTED]
[REDACTED]
[REDACTED]

From: [Sebastian Reyes](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:00:37 AM

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We deserve better.

Thank You,

Sebastian Reyes

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

From: [Abigail Koshollek](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:48:15 AM

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We deserve better.

Thank You,

Abigail Koshollek

[REDACTED]
[REDACTED]
[REDACTED]

From: [Morgan Hunlen](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:21:26 AM

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Metro Board Clerk,

Good morning.

I'm writing this e-mail from a Metrolink Orange County line train. There's a group of schoolchildren going on a field trip. Countless people on their computers working, like me. Without Metrolink, my commute from Inglewood to the City of Orange would be nearly impossible. Amtrak tickets are too expensive for me and my bicycle. Metrolink needs so little of the money we dedicate to roads to survive and yet provides a service that has an truly outsized impact on our entire region.

I'm begging you to please save Metrolink.

Morgan Hunlen

Morgan Hunlen

[REDACTED]
[REDACTED]
[REDACTED]

From: [ben.salazar](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:13:00 AM

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We deserve better.

Thank You,

Ben Salazar

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

From: [Jacob Pineda](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:01:48 AM

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We deserve better.

Thank You,

Jacob Pineda

[REDACTED]
[REDACTED]
[REDACTED]

From: [Amanda Calderon](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:51:07 AM

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We deserve better.

Thank You,

Amanda Calderon

[REDACTED]
[REDACTED]
[REDACTED]

From: [Gilberto Mendez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:49:39 AM

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We deserve better.

Thank You,

Gilberto Mendez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Hulices Murillo](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:46:36 AM

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We deserve better.

Thank You,

Hulices Murillo

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alice Stastny](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:10:21 AM

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We deserve better.

Thank You,

Alice Stastny

[REDACTED]
[REDACTED]
[REDACTED]

From: [Annie Guzman](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:09:50 AM

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Metro Board Clerk,

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The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Annie Guzman

[REDACTED]
[REDACTED]
[REDACTED]

From: [Joanna Tang](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:57:57 AM

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We deserve better.

Thank You,

Joanna Tang

[REDACTED]
[REDACTED]
[REDACTED]

From: [Elizabeth Meza](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:50:58 AM

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We deserve better.

Thank You,

Elizabeth Meza

[REDACTED]
[REDACTED]
[REDACTED]

From: [Nicole Canedo](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:46:07 AM

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We deserve better.

Thank You,

Nicole Canedo

[REDACTED]
[REDACTED]
[REDACTED]

From: [ray.dobson](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:38:37 AM

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We deserve better.

Thank You,

ray dobson

[REDACTED]
[REDACTED]
[REDACTED]

From: [Thania Delgado](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:36:15 AM

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We deserve better.

Thank You,

Thania Delgado

[REDACTED]
[REDACTED]
[REDACTED]

From: [Eric Espino](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:35:25 AM

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We deserve better.

Thank You,

Eric Espino

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jasmine Jimenez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:18:58 AM

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We deserve better.

Thank You,

Jasmine Jimenez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ama H](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:13:29 AM

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We deserve better.

Thank You,

Ama H

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ruby Urquiza](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:10:21 AM

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We deserve better.

Thank You,

Ruby Urquiza

[REDACTED]
[REDACTED]
[REDACTED]

From: [Deborah Crussell](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:43:37 AM

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Metro Board Clerk,

As a soon to be 75 year old retiree I depend on Metrolink to take me to LA twice a week to explore your beautiful and exciting city. I love to explore the city's history, museum, and theaters. I am an urban hiker and can think of no better city than LA to hike to a new exhibit, stop in at Central Library, and take a break at one of the many coffee shops or sample the latest taco craze or new donuts. I do very little driving and would never be able to visit the city that I love so much. I made a commitment almost fifteen years ago to travel to LA by train and walk to different places leaving as small a carbon footprint as I can. Metrolink allows me to do just that. Please continue to fund this vital lifeline to the many work commuters and fellow seniors who want nothing more than to experience the beauty of Los Angeles and all it offers.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Deborah Crussell

[REDACTED]

[REDACTED]

[REDACTED]

From: [Rachel Weeks](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:42:03 AM

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Metro Board Clerk,

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We deserve better.

Thank You,

Rachel Weeks

[REDACTED]
[REDACTED]
[REDACTED]

From: [Abby Urquiza](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:40:20 AM

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Metro Board Clerk,

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We deserve better. My family relies on Metrolink as commuters and it is one of the few public transportation options available to us. It is extremely critical to commute to Los Angeles and losing service would be devastating.

Thank You,

Abby Urquiza

[REDACTED]
[REDACTED]
[REDACTED]

From: [Lynn Le](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:37:00 AM

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We deserve better.

Thank You,

Lynn Le

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jocelyn Berenice Cervantes](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:14:49 AM

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We deserve better.

Thank You,

Jocelyn Berenice Cervantes

[REDACTED]
[REDACTED]
[REDACTED]

From: [Richard Stern](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 5:26:28 AM

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We deserve better.

Thank You,

Richard Stern

[REDACTED]
[REDACTED]
[REDACTED]

From: [Eric Garcia](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 5:17:50 AM

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We deserve better.

Thank You,

Eric Garcia

[REDACTED]
[REDACTED]
[REDACTED]

From: [Antonio Narino](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:30:20 AM

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Metro Board Clerk,

Under no circumstances should Metrolink funding be cut. Metrolink is an essential service for the people in our communities that do not drive due to preference, age, disability, or cost.

At this time, buying and maintaining a car has become prohibitively expensive for many. Gasoline prices continue to rise, car manufacturers and dealerships inflate the prices of cars, shortage of parts raise the prices of mechanical maintenance. Not only that, commuting on the freeways comes with the risk of encountering reckless drivers and being involved in serious accidents.

People in our communities rely on Metrolink for a variety of reasons. To get to work, to get to doctor's appointments, to get to school, to visit friends and family, to explore the cities around them, to participate in society with some semblance of freedom. Without Metrolink, those who cannot or are unable to drive are essentially being forced to stay in place.

Any cuts to Metrolink mean that you deny the people of their basic rights and needs. You deny them access to financial opportunities, to healthcare, to education, to community. Metro and OCTA must provide funding for Metrolink or face the fact that they have contributed to the deprivation of the people's right to live and travel affordably and safely.

Sincerely,
Antonio Narino

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

From: [Eva Hedberg Gerber](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:19:10 AM

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We deserve better.

Thank You,

Eva Hedberg Gerber

[REDACTED]
[REDACTED]
[REDACTED]

From: [Brianna Rivera](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:08:13 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Brianna Rivera

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alex Vargas](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:57:29 PM

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We deserve better.

Thank You,

Alex Vargas

[REDACTED]
[REDACTED]
[REDACTED]

From: [Robert Lamont](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:39:36 PM

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Metro Board Clerk,

I am writing to try and save Metrolink. I take it regularly to downtown to meet friends and go to events. In the last few months I've had to cancel, or experience multi hour delays due to improper management and underinvest that caused service disruptions. I'm sick and tired of politicians treating are vital instructors like it's garbage. A good rail network isn't something foreigners get to have but Americans don't. It's obvious looking at the state of affairs and California and greater Los Angeles that we need good transit instructors. Instead we get poor governance and failure. But if a highway needs (or doesn't actually need) expanding man is the government there. And after generations of investment we no longer have traffic jams and gas is cheap.... Oh wait it's exactly the opposite! Seriously don't let Metrolink die. We need to keep it going so we can built on it for the better future our next generation deserves. Speaking of the next generation, by not building housing we have made it illegal to have a family unless you are rich. (I know, technically it's the home building that's illegal but its to same end effect). When we finally fix that problem we better have the transportation infrastructure in place to help people move about, both for jobs and for pleasure.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Robert Lamont

[REDACTED]

[REDACTED]

[REDACTED]

From: [Henry Lie](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:13:25 PM

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Metro Board Clerk,

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The new Metro station at Pomona-North risks losing its designed potential if we lose Metrolink. Please vote to continue funding

We deserve better.

Thank You,

Henry

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

From: [Issa Nasatir](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:10:04 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Issa Nasatir

[REDACTED]
[REDACTED]
[REDACTED]

From: [Genevieve Bruno](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:09:15 PM

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We deserve better.

Thank You,

Genevieve Bruno

[REDACTED]
[REDACTED]
[REDACTED]

From: [Renata Hennell](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:07:53 PM

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We deserve better.

Thank You,

Renata Hennell

[REDACTED]
[REDACTED]
[REDACTED]

From: [Genevieve Bruno](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:06:22 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Genevieve Bruno

[REDACTED]
[REDACTED]
[REDACTED]

From: [Naydelin C](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:05:31 PM

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Metro Board Clerk,

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These services, especially services through OC help communities like mine connect despite the distances. Commuting southern to San Diego through Metrolink ensures it is affordable, despite raising cost in gas prices.

Cutting funding to OCTA or any Metrolink services reinforces disinvestment into communities that are purposely divided and enforcing walls between communities.

We deserve better.

Thank You,

Naydelin C

[REDACTED]
[REDACTED]
[REDACTED]

From: [Sam Aguilar](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:48:24 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Sam

Sam Aguilar

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ana Reyes](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:30:55 PM

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Metro Board Clerk,

Many students rely on Metrolink! As someone who is unable to afford a car, I found my commute much easier to Call State LA via Metrolink. Thankfully I recently graduated however I met many peers that find Metrolink as their best mode of transportation to campus. Please consider ongoing funding towards Metrolink.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Ana Reyes

[REDACTED]
[REDACTED]
[REDACTED]

From: [Des Ruggels](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:22:26 PM

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We deserve better.

Thank You,

Des Ruggels

[REDACTED]
[REDACTED]
[REDACTED]

From: [Brandon Dennewitz](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:12:58 PM

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Metro Board Clerk,

I use Metrolink on a frequent basis to vary my transit options between Van Nuys and Fullerton. Seeing cuts to the system are something that would be very disappointing and likely put me back onto freeways to commute each week. While it would be cheaper to drive on electricity in my personal vehicle, I find taking the train to be a far more enjoyable experience despite it taking longer sometime.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Brandon Dennewitz

[REDACTED]
[REDACTED]
[REDACTED]



From: [Jennifer Carrillo](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:08:44 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Jennifer Carrillo

[REDACTED]
[REDACTED]
[REDACTED]

From: [ELIZABETH LEE](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:05:11 PM

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We deserve better.

Thank You,

ELIZABETH LEE

[REDACTED]
[REDACTED]
[REDACTED]

From: [Aditya Biswas](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:46:43 PM

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We deserve better.

Thank You.

Aditya Biswas

[REDACTED]
[REDACTED]
[REDACTED]

From: [Christopher Vu](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:41:32 PM

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We deserve better.

Thank You,

Christopher Vu

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:39:49 PM

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We deserve better.

Thank You,
Kali K.

[REDACTED]
[REDACTED]
[REDACTED]

From: [Erin Hoops](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:36:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Erin Hoops

[REDACTED]
[REDACTED]
[REDACTED]

From: [Domonique Villalobos](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:35:56 PM

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We deserve better.

Thank You,

Domonique Villalobos

[REDACTED]
[REDACTED]
[REDACTED]

From: [Bruce Coston](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:29:33 PM

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We deserve better.

Enough grasping at symptoms .

&:

Stop all the insanity . Use Minimum Income and Marcus Schulze 2x Condorcet Compliant Vote Counting to meet the United Nations Universal Declaration of Human Rights part 21.3 . Get at the cause too .

Did you notice that mathematically Kamala H. beat Donald T. in the popular vote after correcting for disenfranchisements . You'all are not fooling me .

Thank You,

Bruce Coston



[REDACTED]
[REDACTED]

From: [Nik Magalong](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:26:05 PM

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We deserve better.

Thank You,

Nik Magalong

[REDACTED]
[REDACTED]
[REDACTED]

From: [JUAN CORNEJO](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:23:18 PM

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We deserve better.

Thank You,

JUAN CORNEJO

[REDACTED]
[REDACTED]
[REDACTED]

From: [Nico De Leon](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:21:07 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We deserve better.

Thank You,

Nico De Leon

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alejandra De La Fuente Sibert](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:19:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

I rely on public transportation to get to and from work. People also work during the weekends you'd be cutting off thousands of people from potentially earning an honest living. The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

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We deserve better.

Thank You,

Alejandra De La Fuente Sibert

[REDACTED]
[REDACTED]
[REDACTED]

From: [Julio Hernandez Rodriguez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:17:27 PM

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We deserve better.

Thank You,

Julio Hernandez Rodriguez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Sam Orlich](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:16:56 PM

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We deserve better.

Thank You,

Sam Orlich

[REDACTED]
[REDACTED]
[REDACTED]

From: [Cristina Perez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:56:30 PM

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We deserve better.

Thank You,

Cristina Perez

[REDACTED]
[REDACTED]
[REDACTED]

From: [Aimee Diaz](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:34:29 PM

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We deserve better.

Thank You,
Aimee Diaz, Resident of Orange County

Aimee Diaz

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alan Vejdani](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:33:57 PM

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We deserve better.

Thank You,

Alan Vejdani

[REDACTED]
[REDACTED]
[REDACTED]

From: [Valerie Vejdani](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:32:00 PM

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We deserve better.

Thank You,

Valerie Vejdani

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alexander Fierro-Clarke](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:27:25 PM

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We deserve better.

Thank You,

Alexander Fierro-Clarke

[REDACTED]
[REDACTED]
[REDACTED]

From: [Colleen Owen](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:07:56 PM

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We deserve better.

Thank You,

Colleen Owen

[REDACTED]
[REDACTED]
[REDACTED]

From: [Liz Rhodes](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:01:57 PM

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We deserve better.

Thank You,

Liz Rhodes

[REDACTED]
[REDACTED]
[REDACTED]

From: [James Youngman](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:28:45 PM

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Metro Board Clerk,

California is suffering from both a cost of living crisis, and a climate crisis. Removing funding from Metrolink would exacerbate both of these, moving our region away from being a vibrant and healthy place for people to create art and businesses, and to raise families, and toward and unaffordable and unlivable shell of its former self.

We must increase, not decrease, the funding Metrolink receives.

Thank You,

James Youngman

[REDACTED]
[REDACTED]
[REDACTED]

From: [Briana Meza](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:10:59 PM

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We deserve better.

Thank You,

Briana Meza

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alex Beran](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:07:24 PM

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We deserve better.

Thank You,

Alex Beran

[REDACTED]
[REDACTED]
[REDACTED]

From: [Filomeno Narvios](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:05:17 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Filomeno Narvios

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jonathan Hale](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:24:41 PM

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We deserve better.

Thank You,

Jonathan Hale

[REDACTED]
[REDACTED]
[REDACTED]

From: [Rebekah Shane](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:21:16 PM

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We deserve better.

Thank You,

Rebekah Shane

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jon O.](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:20:50 PM

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Metro Board Clerk,

I need Metrolink to get around Los Angeles - LA needs transport - otherwise the streets will get even more crowded. Do not cut funding for Metrolink.

Thank You,
-Jon

Jon O.

[REDACTED]
[REDACTED]
[REDACTED]

From: [Yonah Gereboff](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:20:18 PM

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We deserve better.

Thank You,
Yonah
90035

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

From: [REDACTED]
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:05:08 PM

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We deserve better.

Thank You,

[REDACTED]
[REDACTED]
[REDACTED]

From: [Christian Garland](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:54:54 PM

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We deserve better.

Thank You,

Christian Garland

[REDACTED]
[REDACTED]
[REDACTED]

From: [Monte Pilling](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:50:22 PM

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We deserve better.

Thank You,

Monte Pilling

[REDACTED]
[REDACTED]
[REDACTED]

From: [Kylea-Rose Pearse](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:22:39 PM

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We deserve better.

Thank You, Kylea-Rose Pearse

Kylea-Rose Pearse

[REDACTED]
[REDACTED]
[REDACTED]

From: [E. Joclyn Rabbitt-Sire](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:11:12 PM

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Metro Board Clerk,

I'm a mother living with grave concern for the safe climate future of my kids and grandkids. Mass transit is one very effective tool for combating the climate crisis, as tailpipe emissions are a major source of greenhouse gases warming the planet.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

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We deserve better.

Thank You,

E. Joclyn Rabbitt-Sire

[REDACTED]
[REDACTED]
[REDACTED]

From: [Nicholas Lidster](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink, I Ride It!
Date: Thursday, May 21, 2026 7:27:15 AM

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We deserve better.

Thank You,

Nicholas Lidster, a Pico Union resident and regular Metrolink rider.

Nicholas Lidster

[REDACTED]
[REDACTED]
[REDACTED]

From: [ALEXIS LANGELOTTI](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 4:05:44 PM

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We deserve better.

Thank You,

ALEXIS LANGELOTTI

[REDACTED]
[REDACTED]
[REDACTED]

From: [Andrea Wilson](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Metrolink
Date: Thursday, May 21, 2026 9:22:20 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – protection from rising transportation costs are needed. Making mass transit a better option for everyone could help.

California routinely underinvests in transit, and it shows. It shows through clogged roads, polluted air, and poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places they need to go due to looming transit service cuts.

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We deserve better.

Thank You,

Andrea Wilson

[REDACTED]
[REDACTED]
[REDACTED]

From: [Erik Patt](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Metrolink's Funding Its My LIFELINE!
Date: Friday, May 22, 2026 2:25:37 AM

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Metro Board Clerk,

Hello to whom it may concern,

My name is Erik Patt, I commute daily from OC to LA via the Tustin station due to the nature of my work I never have a set schedule and the loss of the off-peak trains has detrimentally been affecting me financially having to subsidize for Amtrak or hitch a ride or even \$80 UBERS! This system is a massive reliance for so many for getting to work either it be 9-5ers or even once a week office personnel or even for students getting to class with strange class hours and with connections to California State University, Los Angeles, University of Southern California, California State University, Fullerton, Chapman University, or even Pasadena City College.

I cannot express how useful and versatile this system is to so many, and with our recently and ever-expanding system and growing ridership numbers with the current gas and even the electrical market, finding alternative transit is vital to SoCal's future as a whole. I know there is a budget deficit and there is an idea floating around of reallocating funding from the Metro Red Bus 270 over to Metrolink due to the D Line just opening its new stations, this line of bus is now obsolete.

Please consider alternative funding opportunities, I'll be fighting for this cause both via the LA Metro Board and the OCTA committee to keep our regional rail system alive, if we are not able to come up with the funds then please look at increasing the wage time of Amtrak's rideshare program to 4 AM-11 PM as I know we're also facing aging equipment and alternatives to finding a way for this system to get back on its feet would be much appreciated.

Sincerely,
Erik Patt

Erik Patt

[REDACTED]
[REDACTED]
[REDACTED]

From: [Holly Carpenter](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Fund Metrolink
Date: Monday, May 25, 2026 9:36:12 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Holly Carpenter

[REDACTED]
[REDACTED]
[REDACTED]

From: [anella aquino](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Help support everyday people, don't Cut Funding to Metrolink!
Date: Saturday, May 23, 2026 10:43:15 AM

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We deserve better.

Thank You,

anella aquino

[REDACTED]
[REDACTED]
[REDACTED]

From: [Catalin Ayala](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Hey you! Don't Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:43:19 PM

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We deserve better.

Thank You,

Catalin Ayala

[REDACTED]
[REDACTED]
[REDACTED]

From: [Kindred Gottlieb](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Idea for saving Metrolink
Date: Thursday, May 21, 2026 11:40:26 AM

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Metro Board Clerk,

Most people don't know that a portion of Measure M money is allocated for freeways. People were voting for public transit not freeway projects!!

We need a ballot referendum that re-allocates the Measure M freeway money towards metrolink instead and integrates the two systems better. The Norwalk metro and metrolink stations need to be connected-- ideally with a people mover or free grade-separated bus. Also, trains need to run in both directions!! We do not live in a typical commuter city where people work in downtown and live in the suburbs. The most transit dependent people live around downtown and we need to provide real options for them to get to the industrial jobs in the suburbs-- which means Metrolink running in both directions at peak hours.

Duh.

Like really, people, Duh.

If Metrolink ridership is not meeting expectations, the solution is running the train more often, not less.

Sincerely,
Kindred (The Transit Troll)

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

From: [Kindred Gottlieb](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Idea to save Metrolink
Date: Thursday, May 21, 2026 11:38:26 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Duh.

Like really, people, Duh.

If Metrolink ridership is not meeting expectations, the solution is running the train more often, not less.

Sincerely,
Kindred (The Transit Troll)

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

From: [Kaitlyn Luhm](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Increase [Don't Cut] Funding to Metrolink
Date: Saturday, May 23, 2026 10:46:23 AM

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Metro Board Clerk,

To whom it may concern,

I write to you with the utmost concern over the proposed funding cuts for the Metrolink rail service.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by keeping mass transit, like what Metrolink provides, an available option for everyone.

I cannot count the times that using the Metrolink rail service has helped me as a citizen of Orange County. This service has allowed me to stay in touch with friends with limited transportation options/budgets, I've been able to see our wonderful coastline is a safe and clean environment, and I have been able to bring my business to communities I would be under-incentivized to visit due to costs/inconveniences like expensive parking or excessive travel times by car.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

The timing of said service cuts may have a broader impact on our local communities as well. The 2028 Olympics are only a few years away and foreigners, who are most likely used to having regional transit available, will be cut off from our county and we will lose their business for the duration that they are in Southern California. Millions of potential dollars underutilized if people are unable to easily access our communities and the broader local services provided by OCTA. Metrolink should be in a preparation phase for this event. Practicing running more trains, as ridership is up, so that when it happens we are ready to handle it.

Metrolink is an essential lifeline connecting communities across the Southern California mega-region, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their cuts to Metrolink operational support. There is so much opportunity an ambitious service expansion plan can provide which can only benefit our communities and world over time.

Please deeply consider the short term savings versus the medium-long term impact these budget cuts will have.

Thank You,

Kaitlyn Luhm

[REDACTED]
[REDACTED]
[REDACTED]

From: [Maja Krishnan](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Increase Funding for the Metrolink
Date: Wednesday, May 20, 2026 10:04:55 PM

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Metro Board Clerk,

Hello,

I rode the Metrolink today and experienced some disruptions in my commute back to Redlands. Though there were a lot of people — more than most people would think! — traveling on the SB line, it happens time and time again; almost half the time that I ride, the trains are delayed.

Transit is a large part of infrastructure for more resilient living. Arrow is great, but if Metrolink doesn't improve its timetables and schedules it is very hard to use, and especially the Redlands connection, which most people use to connect to the SB and IE lines for long distance travel to other areas (LA, OC, etc.).

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon — we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show — through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go, due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Sincerely,
Maja Krishnan

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

From: [Jose Casillas](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Keep funding for Metrolink
Date: Wednesday, May 20, 2026 10:37:15 PM

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To Whom it May concern,

Again I write in attempts to help the board make the correct decision. We extend the local option and proceed to cut the regional option. What is wrong with the board?! Now more than ever we need to fund and expand rail. Gas prices are through the roof and ridership is higher than ever and if we continue to expand both local and regional rail the numbers will continue to rise. Provide the funding needed for the Metrolink before it falls into the death spiral. It is a great alternative to driving and if funding is cut it'll leave Americans families even more in the red given that you would effectively force transportation via car and continue to increase the burden of un affordability on the people. The answer is simple DO NOT cut funding and as a matter of fact expand metrolink! When this national administration is over and we finally get someone progressive and who's pro public transit in DC I want the metro link and eventually the CA HSR to be the shining light of this nation!

Best,
Jose Casillas

From: [Leilani Garcia](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Maintain Funding to Metrolink, Protect Californians & Keep Transit Alive!
Date: Thursday, May 21, 2026 9:56:56 AM

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Metro Board Clerk,

Californians are fighting to live, to make rent, for insurance, and gas - all to afford the cost of living in our wonderful state. And prices STILL have yet to drop. As a state that prides itself on the people here, we need to protect Californians by funding and safeguarding public transit for all.

Gas won't be getting cheaper anytime soon; if anything, the next coming weeks forecast even greater expenses JUST to afford a gallon to drive.

By investing in transit like Metrolink, you won't only be saving Californian families from exorbitant gas prices and barely scraping by, you will make our state and cities more affordable with rippling effects across everyone's lives.

I urge the State of California not to underinvest. Protect us and our families from rising transportation costs and budget cuts.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank you for your time.

Sincerely,

Leilani Garcia

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ethan Haleblan](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Metrolink Funding Cannot be Cut
Date: Wednesday, May 27, 2026 1:32:21 PM

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Metro Board Clerk,

The proposed funding cuts to Metrolink would result in severe service reductions to the whole system, crippling regional rail access in greater Los Angeles. This comes at a time where reliable regional rail service is critical for LA, with gas prices skyrocketing due to war in Iran, and with the World Cup being hosted in LA this year, as well as the Olympics in 2028.

These budget cuts would also have general consequences of leaving hundreds of thousands of commuters stranded, worsen the area's already bad traffic problems, and lead to greater amounts of local greenhouse gas emissions. In the long term, these service cuts could lead to the agency going under completely, which would be a disaster for LA's transportation system. Therefore, the current Metrolink budget must be maintained in order to support Los Angeles's transportation needs.

Thank You,

Ethan Haleblan

[REDACTED]
[REDACTED]
[REDACTED]

From: [Norma Salmhofer](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Metrolink is an Essential Service!
Date: Wednesday, May 20, 2026 10:06:24 PM

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Metro Board Clerk,

Hello,

We rode the Metrolink today and experienced some disruptions in my commute back to Redlands. Though there were a lot of people — more than most people would think! — traveling on the SB line, it happens time and time again; almost half the time that we ride, the trains are delayed.

Transit is a large part of infrastructure for more resilient living. Arrow is great, but if Metrolink doesn't improve its timetables and schedules it is very hard to use, and especially the Redlands connection, which most people use to connect to the SB and IE lines for long distance travel to other areas (LA, OC, etc.).

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon — we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show — through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go, due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Sincerely,
Norma Salmhofer

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

From: [Christine Nguyen](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Metrolink Serves the People
Date: Tuesday, May 26, 2026 6:16:53 PM

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Metro Board Clerk,

I personally know friends and community members who would be irrevocably affected by the consequences of underfunding a crucial service to the people. It would be a severe impact upon the everyday lives of the generations of working class families and students striving for an education. This could threaten countless opportunities while creating distance between families and relationships. As a resident, I often question the state of California that continually fails to meet the needs of its diverse populations.

We deserve better.

Regards,

Christine Nguyen

[REDACTED]
[REDACTED]
[REDACTED]

From: [Tara Niami](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Please do not Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:29:44 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone. I personally rely on Metrolink- I take it from Los Angeles to Orange for work.

The State of California routinely underinvests in transit, and the results show through traffic on the roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit and rely on it are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Best
Tara niami

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

From: [Mari Fujii](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) PLEASE Don't Cut Funding to Metrolink!!
Date: Wednesday, May 27, 2026 12:50:22 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Mari Fujii

[REDACTED]
[REDACTED]
[REDACTED]

From: [Lisa Pedersen](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Please Don't Cut Funding to Metrolink
Date: Sunday, May 24, 2026 9:08:33 AM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families and myself.

Car payments, gas, maintenance, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

Besides, it's a greener and cleaner way to travel.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities.

At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around.

OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Especially at a time gas is over \$6.00 a gallon. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better and so do you.

Thank You,

Lisa Pedersen

[REDACTED]
[REDACTED]
[REDACTED]



From: [Brittany White](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Please Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:38:28 AM

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Metro Board Clerk,

To everyone this absolutely should concern:

We need to protect Californians from rising transportation costs by making transit a better option for everyone—The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. Cutting funding means less riders, increasing the deficit leading to more funding cut. It's a spiral that will end with a lot of people drowning, hurting the people you're supposed to fight for further. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

We deserve better.

Thank You,

Brittany White

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

From: [Rebecca Bird](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Please Don't Cut Funding to Metrolink
Date: Monday, May 25, 2026 4:51:05 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Rebecca Bird

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ashley Guillen](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Protect and Don't Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:58:31 PM

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Metro Board Clerk,

Dear Whomever Reads This,

Before I begin, this may seem like just another budget-cut or environmental issue. But please remember: you do not live our lives, and those of us who rely on public transportation understand these challenges firsthand.

The cost of living in California continues to rise, and transportation remains the second-highest expense for many families. Car payments, gasoline, insurance, and maintenance costs are increasingly unaffordable, and prices are not expected to decrease anytime soon. Californians deserve protection from rising transportation costs by having access to reliable, accessible, and equitable public transit available throughout the day and night.

For many of us, public transportation is not simply an alternative — it is an economic necessity. If I can minimize my transportation expenses and rely on public transit, I can continue pursuing employment opportunities without being forced to relocate. Accessible transit allows people to work, study, attend appointments, and participate fully in society.

The State of California has routinely underinvested in public transportation, and the consequences are visible everywhere: congested roads, polluted air, and disconnected communities. At the same time, families who depend on reliable transit are now facing the possibility of severe service cuts that could prevent them from getting to work, grocery stores, medical appointments, and other essential destinations.

I am one of those people. I am a worker, employer, and researcher, and I depend on public transportation to travel to and from my responsibilities.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, yet a \$30 million budget deficit now threatens service reductions that will make mobility even more difficult for residents. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. In addition, the State of California must provide sustained funding so Metrolink can continue expanding service instead of retreating to bare-bones

operations.

Lastly, I urge decision-makers to consult professionals capable of designing budget-conscious and effective transportation systems that prioritize both equity and environmental sustainability. GIS analysts, environmental scientists, urban planners, and transportation experts are among the many professionals who can contribute to cross-county solutions that better serve the public.

We deserve better.

Thank you for your time and consideration.

Ashley Guillen

[REDACTED]
[REDACTED]
[REDACTED]

From: [Oscar Zarate](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Thursday, May 21, 2026 10:38:50 AM

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Dear Metro Board Members,

My name is Oscar. I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success—not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:

Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program

Move toward fare-free transit for all riders

End fare enforcement practices, citations, and removals

Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.

Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and equity for all riders.

Thank you.

Best,
Oscar

From: [Adam Mekrut](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Wednesday, May 20, 2026 11:47:46 PM

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Dear Metro Board Members,

My name is Adam Mekrut. I live in Mid City where I frequency take the 33 and also the D line. I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program, and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success—not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:

Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program

Move toward fare-free transit for all riders

End fare enforcement practices, citations, and removals

Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.

Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and equity for all riders.

Thank you,

Sent from my iPhone

From: [Cynthia Strathmann](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Wednesday, May 20, 2026 5:23:40 PM

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Dear Metro Board Members,

My name is Cynthia Strathmann. I work at SAJE and regularly ride the A train (although I just took a combo of the A, E and K to a meeting in Manhattan Beach). I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program, and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success—not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:

- Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program

- Move toward fare-free transit for all riders

- End fare enforcement practices, citations, and removals

- Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.

- Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and

equity for all riders.

Thank you,

Cynthia Strathmann, Executive Director (she/her)



From: [Jeovana Ramirez](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Thursday, May 21, 2026 3:13:06 PM

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Dear Metro Board Members,

My name is Jeo

I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program, and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success—not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:

Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program

Move toward fare-free transit for all riders

End fare enforcement practices, citations, and removals

Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.

Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and equity for all riders.

Thank you,

Jeovana Ramirez



From: [Hannah McCarthy](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Save Metrolink
Date: Tuesday, May 26, 2026 9:50:18 AM

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Metro Board Clerk,

Metrolink is a deeply valuable community resource that must be saved.

In many places, Metrolink is the only public rail operator aside from Amtrak, making it the only affordable and efficient transit option for many SoCal residents. When I lived in Orange County without a car it was the only way for me to get to Los Angeles that wouldn't take hours. I still have many friends and family who live in OC without a car or with limited car access, and Metrolink is the only way to reliably get to Los Angeles.

Cutting funding to Metrolink would put it into a transit death spiral that would decimate it. Limited service is already what deters many people who are interested in commuting by rail from using Metrolink, and service cuts would only make it worse. With the upcoming Los Angeles Olympics in 2028, a deteriorating Metrolink service would be disastrous.

For many people who are not familiar with taking transit, Metrolink is often the most accessible and well known transit operator. People who ride Metrolink as kids often grow up to be transit advocates and become LA Metro and OCTA riders. Metrolink is a valuable introduction to transit for many in SoCal, and funding Metrolink only supports LA Metro and OCTA transit ridership.

Metrolink desperately needs reliable service, not service cuts.

SoCal deserves better.

Thank You,

Hannah McCarthy

[REDACTED]
[REDACTED]
[REDACTED]

From: [Jesse Luu](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Serve LA communities, Don't Cut Metrolink services!
Date: Wednesday, May 20, 2026 10:30:43 PM

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In LA County, The cost of living has gotten to an inhumane level. I'm concerned at how this diminishes accessibility and affordability, and how this can lead to even more pernicious trends...

Dear LA Metro Board Members,

As members of the LA Metro Board, you have been entrusted to represent the will of your constituency across LA County in all matters of transportation. The recent proposal to cut Metrolink service goes directly against the will of our communities.

Recent upheavals in chain supply have forced working-class families to choose between being able to afford groceries or afford the gas needed to get to work, school, and appointments. In such extreme times, we should hope that our representatives, like you, would step up to the challenge and provide avenues for relief, like resources and services. Not cut services for much needed public transportation.

We urge you to revoke the proposal to cut Metrolink services that our communities rely on everyday to commute, travel, and connect to loved ones.

We recommend you find other means of balancing your budget issues, including reconsidering where you've allotted the majority of your funds.

Sincerely,

Jesse Luu



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Cameron Roper](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Serve LA communities, Don't Cut Metrolink services!
Date: Wednesday, May 20, 2026 10:23:19 PM

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I rely on this train to visit family. Please don't cut it.

Dear LA Metro Board Members,

As members of the LA Metro Board, you have been entrusted to represent the will of your constituency across LA County in all matters of transportation. The recent proposal to cut Metrolink service goes directly against the will of our communities.

Recent upheavals in chain supply have forced working-class families to choose between being able to afford groceries or afford the gas needed to get to work, school, and appointments. In such extreme times, we should hope that our representatives, like you, would step up to the challenge and provide avenues for relief, like resources and services. Not cut services for much needed public transportation.

We urge you to revoke the proposal to cut Metrolink services that our communities rely on everyday to commute, travel, and connect to loved ones.

We recommend you find other means of balancing your budget issues, including reconsidering where you've allotted the majority of your funds.

Sincerely,

Cameron Roper



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [John Romero](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Serve LA communities, Don't Cut Metrolink services!
Date: Thursday, May 21, 2026 9:52:48 AM

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Metrolink was the sole reason I was able to go on a trip for the first time. I vividly remember utilizing it to go to San Juan Capistrano growing up, and that's something I'll never forget. Keep the dream alive for those who can't afford a large scale expense and would rather explore the gems of Socal. It is imperative that you keep this funding, for the sake of the youth and everyone else.

Dear LA Metro Board Members,

As members of the LA Metro Board, you have been entrusted to represent the will of your constituency across LA County in all matters of transportation. The recent proposal to cut Metrolink service goes directly against the will of our communities.

Recent upheavals in chain supply have forced working-class families to choose between being able to afford groceries or afford the gas needed to get to work, school, and appointments. In such extreme times, we should hope that our representatives, like you, would step up to the challenge and provide avenues for relief, like resources and services. Not cut services for much needed public transportation.

We urge you to revoke the proposal to cut Metrolink services that our communities rely on everyday to commute, travel, and connect to loved ones.

We recommend you find other means of balancing your budget issues, including reconsidering where you've allotted the majority of your funds.

Sincerely,

John Romero



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [JOEL VELASCO MORALES](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Support a FY262027 Metro Budget that Expands Free, Accessible, and Care-Based Transit
Date: Wednesday, May 20, 2026 7:58:54 PM

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Estimados miembros de la Junta de Metro: Mi nombre es [Joel Velasco y soy miembro de SAJE, organizaci%3n, l%3Dneas de autob%3As/tren que utiliza o el %3lrea donde reside]. Urgo a Metro

que rechace los Puntos 7 y 8 del presupuesto propuesto para el a%3lo fiscal 2027 y, en su lugar, priorizar la inversi%3n en la expansi%3n del Programa LIFE, y alejarse de los enfoques de seguridad p%3Ablica basados %2%2%2en el enforzamiento del pago

de tarifas. El presupuesto reconoce que los ingresos por tarifas est%3l disminuyendo debido a que m%3ls pasajeros est%3l utilizando programas como LIFE, GoPass y la Tarifa M%3xima (Fare Capping). Esto deber%3Da considerarse un %3xito, no un problema.

Estos programas apoyan a pasajeros a poder pagar su transporte en un momento de aumento de los costos de vivienda y de vida en todo el condado de Los %3ngeles. El presupuesto de Metro tambi%3n establece que la seguridad debe estar "centrada en la comunidad"

e incluir un "enfoque basado en el cuidado de la comunidad". Sin embargo, Metro contin%3Aa invirtiendo en el enforzamiento de tarifas, multas, expulsiones y seguridad ampliada, en lugar de invertir en el apoyo a los pasajeros y en la accesibilidad del sistema.

El enforzamiento de tarifas afecta de manera desproporcionada a los pasajeros de bajos ingresos, a los j%3venes, a las comunidades negras y latinas, a los inmigrantes y a las personas sin hogar. Los pasajeros no deber%3Dan enfrentar castigos por no poder

pagar las tarifas. Insto a Metro a: Aumentar la inscripci%3n en el Programa LIFE al 40% y explorar un piloto de LIFE hacia un programa sin tarifas. Avanzar hacia un transporte p%3Ablico sin tarifas para todos los pasajeros.

Poner fin a las pr%3cticas

de enforzamiento de tarifas, multas y a las expulsiones. Redirigir fondos hacia un servicio frecuente, la limpieza, la provisi%3n de sombra, la iluminaci%3n, la accesibilidad y la presencia de embajadores en las l%3Dneas de autob%3As. Invertir en estrategias

de seguridad basadas en el cuidado, en lugar del enforzamiento punitivo. Si Metro realmente desea que los pasajeros "se sientan m%3ls seguros", la soluci%3n reside en un servicio confiable, estaciones limpias, personal de apoyo visible y un acceso asequible,

y no en una mayor presencia de enforzamiento. Mientras Metro se prepara para la Copa Mundial y los Juegos Ol%3mpicos, las inversiones deber%3Dan generar beneficios duraderos para las personas que ya dependen del transporte p%3Ablico a diario. El transporte

p%3Ablico es un bien p%3Ablico, y el presupuesto de Metro deber%3Da reflejar dignidad, accesibilidad y equidad para todos los pasajeros. Gracias,

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Aida Vega](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Support a FY26–27 Metro Budget that Expands Free, Accessible, and Care-Based Transit
Date: Wednesday, May 20, 2026 7:57:03 PM

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Si Estimados miembros de la Junta de Metro: Mi nombre es Aida , soy de parte de Saje .líneas de autobús/tren que utiliza o el área donde reside]. Urgo a Metro que rechace los Puntos 7 y 8 del presupuesto propuesto para el año fiscal 2027 y, en su lugar, priorizar la inversión en la expansión del Programa LIFE, y alejarse de los enfoques de seguridad pública basados en el enforzamiento del pago de tarifas. El presupuesto reconoce que los ingresos por tarifas están disminuyendo debido a que más pasajeros están utilizando programas como LIFE, GoPass y la Tarifa Máxima (Fare Capping). Esto debería considerarse un éxito, no un problema. Estos programas apoyan a pasajeros a poder pagar su transporte en un momento de aumento de los costos de vivienda y de vida en todo el condado de Los Ángeles. El presupuesto de Metro también establece que la seguridad debe estar "centrada en la comunidad" e incluir un "enfoque basado en el cuidado de la comunidad". Sin embargo, Metro continúa invirtiendo en el enforzamiento de tarifas, multas, expulsiones y seguridad ampliada, en lugar de invertir en el apoyo a los pasajeros y en la accesibilidad del sistema. El enforzamiento de tarifas afecta de manera desproporcionada a los pasajeros de bajos ingresos, a los jóvenes, a las comunidades negras y latinas, a los inmigrantes y a las personas sin hogar. Los pasajeros no deberían enfrentar castigos por no poder pagar las tarifas. Insto a Metro a: Aumentar la inscripción en el Programa LIFE al 40% y explorar un piloto de LIFE hacia un programa sin tarifas. Avanzar hacia un transporte público sin tarifas para todos los pasajeros. Poner fin a las prácticas de enforzamiento de tarifas, multas y a las expulsiones. Redirigir fondos hacia un servicio frecuente, la limpieza, la provisión de sombra, la iluminación, la accesibilidad y la presencia de embajadores en las líneas de autobús. Invertir en estrategias de seguridad basadas en el cuidado, en lugar del enforzamiento punitivo. Si Metro realmente desea que los pasajeros "se sientan más seguros", la solución reside en un servicio confiable, estaciones limpias, personal de apoyo visible y un acceso asequible, y no en una mayor presencia de enforzamiento. Mientras Metro se prepara para la Copa Mundial y los Juegos Olímpicos, las inversiones deberían generar beneficios duraderos para las personas que ya dependen del transporte público a diario. El transporte público es un bien público, y el presupuesto de Metro debería reflejar dignidad, accesibilidad y equidad para todos los pasajeros. Gracias,

Aida Vega

From: [Stevie Ruiz](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Support for Metrolink in the Budget 2026-2027
Date: Friday, May 22, 2026 9:16:25 AM

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Dear Metro:

I am writing in opposition to budget cuts for Metrolink. Please restore the budget and add more money because this is a vital lifeline for CSUN students.

Cheers,
Stevie

--

Stevie Ruiz, Ph.D.



From: [a b](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) transit funding should be a priority all the time, not just during international sports events
Date: Wednesday, May 27, 2026 4:50:30 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

a b

[REDACTED]
[REDACTED]
[REDACTED]

From: [Samuel Goss](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Transportation is a network, don't blow up our highways
Date: Thursday, May 21, 2026 6:52:44 AM

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Metro Board Clerk,

Just like roads, public transportation is a network. By defending Metrolink you are taking away the equivalent of the highways for transportation users, a service that moves people efficiently long distances to get near their final destination.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a \$30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support.

Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service. With massive world wide events happening in our region in the coming years this is not the time to be reducing investment

We deserve better.

Thank You,
Sam Goss

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

From: [Leya Luo](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Written Comment for 5/28 Meeting
Date: Monday, May 25, 2026 4:11:02 PM

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To whomever it may concern,

My name is Leya Luo and I am a UCLA graduate student in neuroscience who lives in the Westwood area. My partner has recently been accepted by UC Riverside, and will come to California to pursue a PhD in theoretical computer science this fall. The two of us plan to live together and commute to our respective universities, so the Metrolink service cuts are especially impactful to us. In order for us to live together, there must be a viable commuting option between Los Angeles and Riverside. Before the service cuts, there was a viable train (4PM) out of Riverside that went to Los Angeles, but after the service cuts, there is no viable commuting option between Riverside and Los Angeles. Therefore, this reduction of service impairs the ability of people to commute between Riverside and Los Angeles, which leads to a reduction in productivity as all the people who were using that line to commute now have to find an alternate, less-efficient route. Furthermore, reducing Metrolink services will reduce the revenue brought in by the Metrolink system, and further amplify the existing budget difficulties. Due to high gas prices, there is demand for an alternate method of transportation, such as Metrolink, but people will only use the Metrolink system if it regularly provides transport to areas of interest, which will not occur with the service cuts.

To conclude, I believe that cutting Metrolink funding is a mistake that will not solve any of the budgetary problems and will only make them worse by decreasing the potential Metrolink customer base.

Sincerely,

Leya Luo



May 27, 2026

Chair Dutra and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

**RE: Increase Investments in Zero-Emission Buses – GENERAL COMMENT on
Item #22: Fiscal Year 2027 Proposed Budget and AGAINST Item #43:
Renewable Natural Gas Provider**

Dear Chair Dutra and Members of the Board:

As the Los Angeles County Electric Truck and Bus Coalition (LACETBC), we write regarding the urgent need for Metro to invest in zero-emission buses. **We urge Metro to increase its allocations in the Fiscal Year 2027 proposed budget for zero-emission buses (ZEBs) and the supporting charging infrastructure and to reconsider the proposed \$250 million, 8-year contract with Shell for renewable natural gas (RNG).** These critical actions will enable Metro to deliver cleaner, safer rides to the 80 percent of its ridership that relies on transit buses.

Our coalition is committed to achieving zero-emission electric bus and truck adoption with robust workforce standards so that communities can breathe clean air and enjoy family-sustaining, high-wage careers.

First, we commend Metro for increasing its investment in ZEB procurement by \$11 million compared to the Fiscal Year 2026 budget. However, the proposed allocation of \$47 million does not go far enough. Metro staff has estimated that “transitioning the entire fleet and all ten divisions to zero emission no later than 2035 will require nearly three times [the current] average annual investment.”¹ Accordingly, we request that Metro increase this investment to at least \$105 million—triple the FY 26 amount.

An increased allocation to ZEB procurement would better reflect Metro’s own stated values, as well as the values of its ridership. In the introductory remarks to the proposed budget, Metro

¹ [2024-0470.pdf](#)



CEO Stephanie Wiggins noted that, “budgets are statements of values - and Metro’s values are focused on delivering a transit experience that is better for everyone - safer, cleaner, more reliable and easier to use.”² Emissions are a significant factor in both safety and cleanliness, as pollution from gas-powered buses produces dangerous health and environmental impacts. Furthermore, in Metro’s public outreach report, “earth-friendly buses” were identified as a top ten priority for its riders.³ Despite this, a \$47 million allocation totals only about 0.5 percent of the total budget.

We also strongly oppose the proposed contract with Shell to provide RNG to Metro. Metro should under no circumstances be supporting Shell with a contract of this magnitude. Shell has caused significant harm to communities here and across the globe. Notably, the company is named in the State of California’s lawsuit against giant oil companies for engaging in a decades-long campaign of deception and creating statewide climate change-related harms in California. Consequently, California has spent tens of billions of dollars to adapt to climate change and address the damages climate change has caused so far, including health and environmental impacts, and the state will need to spend multiples of that in the years to come.⁴ Los Angeles is not immune to Shell’s misconduct. As home to the country’s largest urban oil field, many communities here—especially the low-income and minority communities in Carson⁵—are within close proximity of active, idle, and leaking wells and tanks that have been strongly correlated with higher rates of asthma, cancer, and other long-term respiratory issues.⁶

In general, RNG needs to be phased out. Metro claims that its RNG buses are “clean air vehicles,” but in reality, RNG is a dirty and dangerous fuel that is functionally equivalent to burning fossil fuels in terms of unhealthy air pollution impacts to our communities in Los Angeles. Burning RNG produces nitrogen oxides (NO_x) emissions and contributes to particulate matter and ozone (smog) formation. Exposure to these pollutants is linked to health impacts such as respiratory illness, heart disease, cancer, reproductive issues, and even early

² [Fiscal Year 2027 Proposed Budget Book Summary.pdf](#)

³ [Metro Board Report to the Finance, Budget, and Audit Committee, Attachment D, May 21, 2026](#). We would also like to draw attention to the vague term “earth-friendly” and the absence of specificity to zero-emission buses in the My Metro Priorities initiative. It is critical that Metro does not consider biofuels such as RNG as “earth-friendly,” because they release dangerous co-pollutants into the air that our communities breathe.

⁴ [Attorney General Bonta Announces Lawsuit Against Oil and Gas Companies for Misleading Public About Climate Change | State of California - Department of Justice - Office of the Attorney General](#)

⁵ [City of Carson Takes on Shell Oil, Courthouse News Service, January 28, 2013](#)

⁶ [Assessing the Health and Community Impacts of Oil Drilling Near Homes in South Los Angeles — Institute of the Environment and Sustainability at UCLA](#)



death.⁷

Metro staff asserts that RNG is an important bridge fuel to electrification, and that the Low Carbon Fuel Standard (LCFS) credits Shell will provide Metro is a major factor in the contract decision. We feel that these factors do not warrant the award to Shell. While we appreciate that 80 percent of the revenue from LCFS is used toward ZEBs, Metro will only start receiving those credits in 2031—after the original 2030 deadline for electrifying its buses. The transition to ZEBs is too urgent and critical to rely on these future LCFS credits with value that is uncertain and changing as credit intensity scoring is adjusted. Metro needs to act now to increase its budget for ZEBs and build a more sustainable funding stream for the transition. Electrifying as fast as possible will also provide the most benefit in the long term, as it will allow for capturing maximum credits for ZEBs as cleaner fuels will lose value in the market every year as the benchmarks decrease.

Metro must catalyze increased electric bus deployments so we can get ZEBs on the road, cut air pollution, build the infrastructure we need to support the transition, create good manufacturing jobs, and foster community benefits for the Los Angeles region. We can do all of this and still provide reliable bus service.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

⁷ [Health Impact of Pollution | State of the Air | American Lung Association](#)



Barclay F. Corbus
President and Chief Executive Officer

May 27, 2026

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Members of the Board:

Clean Energy Renewable Fuels, LLC ("Clean Energy") submits this letter objecting to staff's recommendation to award RFP No. OP132076 Renewable Natural Gas (RNG) Provider to Shell Energy North America (US), LP ("Shell"), a wholly owned subsidiary of [REDACTED]. We understand that the CEO has denied our [REDACTED] questions about this procurement that leaves [REDACTED] challenges.

First and foremost, Clean Energy's front-loaded offer provided over \$50 million in natural gas commodity savings over the base term and more than \$31 million over the full eight-year term at a time when Metro is stretched financially and cutting essential services. Shell's bid proposes to offset higher commodity costs by promising to give Metro more LCFS and RIN revenue. Ongoing volatility in the California Low Carbon Fuel Standard (LCFS) program and Trump EPA Renewable Fuel Standard program is likely to impact the value of these credits, which Metro failed to account. California's LCFS program is facing increasing bipartisan political pressure, with multiple bills seeking to scale back or eliminate the program, if not remove RNG's participation altogether.

Metro did not factor in its goal to deliver 100% ZEB program no later than 2035, and how this will reduce RNG purchases over the life of the contract. Lower RNG volumes directly reduce the credits Shell must provide and limit the value of Shell's natural gas commodity discounts which are applied towards the end of the contract. Based on 1600 ZEB being deployed by the end of this contract, Metro will not realize approximately \$99 million in value that is currently being attributed to Shell as basis of award. This oversight exposes Metro to material financial risk and is evidence of a flawed evaluation process.

Moreover, Shell's proposal was non-responsive and did not provide all the necessary information required by the RFP. Staff did not appropriately address this concern in its

Clean Energy

4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
(949) 437-1000

CleanEnergyFuels.com



Barclay F. Corbus

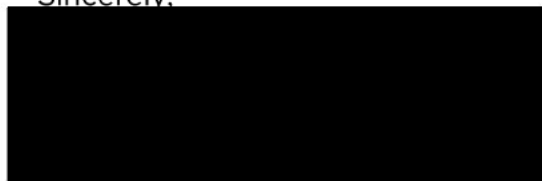
President and Chief Executive Officer

protest response to Clean Energy. Metro's extremely onerous RFP requirements limited the number of market participants from submitting proposals. By awarding this contract to a non-responsive bidder, Metro is opening itself to unfair anti-competitive challenges in the market. Clean Energy is aware of counterparties that did not bid due to these requirements, including some of our suppliers that Shell is trying to buy RNG from to serve Metro.

Despite these glaring defects in the scoring process, Clean Energy outscored Shell on 60% of the RFP and finished 0.29 points behind Shell overall.

Clean Energy respectfully requests the Board direct staff to cancel and reissue this RFP. We are prepared to extend our current contracts with Metro through 2026 to allow for a fair process to ensue.

Sincerely,



Barclay F. Corbus
President & CEO

Clean Energy

4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
(949) 437-1000

CleanEnergyFuels.com



Southern California's Leading Transit Advocacy Group

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The Transit Coalition (a project of Pacoima Beautiful) is a nonprofit public charity exempt from federal income tax under Section 501(c)(3) of the Internal Revenue Code

27 May 2026

The Honorable Fernando Dutra
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item 43, 2026-0134 Concerns Regarding RFP No. OP132076 – Renewable Natural Gas (RNG) Provider, Reject the Contract Award

Dear Chair Dutra and Directors:

The Transit Coalition (TTC) strongly urges the LA Metro Board of Directors to reject the staff recommendation to award the Renewable Natural Gas (RNG) contract to Shell Energy North America.

As an organization dedicated to the sustainability, efficiency, and financial health of our regional transit network, TTC is deeply concerned that this award prioritizes speculative financial models over the immediate, tangible fiscal needs of LA Metro.

At a time when LA Metro is grappling with a projected \$2.3 billion cumulative budget deficit through 2030 and staff is actively being forced to consider service cuts to vital transit lines, every dollar of operational expenditure must be scrutinized.

The LA Metro Staff current recommendation places the agency at unnecessary risk by favoring a proposal that relies on speculative future credit revenues—revenues that may not materialize as the industry evolves and as Metro continues its necessary transition toward electric bus technology.

In contrast, the Clean Energy proposal offers what Metro needs today: \$65 million in guaranteed, front-loaded commodity savings over the first two years of the contract.

Relying on uncertain future environmental credits—when the agency has an urgent, documented need for real-time operational budget relief—is a gamble that Metro cannot afford.

Beyond the urgent fiscal necessity, LA Metro must consider the reliability of Clean Energy, whom as Metro partners has served as a cornerstone of the agency's clean-fuel infrastructure since 2009.

Clean Energy is a California-based company with a proven history of delivering dependable RNG supplies and maintaining the critical infrastructure that keeps the LA Metro fleet reliably on the road.

Entrusting our fueling requirements to a provider without that long-standing, community-embedded history introduces an operational vulnerability that could disrupt service for thousands of riders across Los Angeles County.

The Coalition asks the Board to prioritize the immediate financial stability of the agency and the reliability of ongoing transit operations.

TTC urges you, as Board Members and as the public fiscal guardians, to reject the current staff recommendation, re-issue the RFP, or extend the existing contract with a proven local provider who offers the cost certainty Metro requires to survive these challenging budget years.

Thank you for your time and your commitment to a sustainable, functioning transit system for all Angelenos.

Sincerely,

A black rectangular redaction box covering the signature of Bart Reed.

**Bart Reed
Executive Director**

From: [LA City SNow](#)
To: [Board Clerk; Clerk.CIS@lacity.org](#) [REDACTED]
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S62
Date: Tuesday, May 12, 2026 11:02:49 AM
Attachments: [Item VII\(f\) Community Impact Statement Regarding Council File 15-0989-S62 \(1\).pdf](#)

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A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

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***** This is an automated response, please DO NOT reply to this email. *****

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: [REDACTED]

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/08/2026

Type of NC Board Action: For

Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee

Council File Number: 15-0989-S62

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S62](#)

Title: 2028 Olympic and Paralympic Games (LA 2028) / Procurement Platform Opportunities / City Regional Alliance Marketplace

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports efforts by the Los Angeles City Council (Council) to make contracting and procurement opportunities more accessible to businesses of all sizes in anticipation of the 2028 Olympic and Paralympic Games (the Games) including, without limitation, through public posting of bid opportunities, requests for proposals, and subcontracting opportunities from City departments and affiliated agencies in one centralized location on the Regional Alliance Marketplace for Procurement (RAMP LA) website.

As the future home of the 2028 Olympic Village, North Westwood will be at the heart of major tourist and commercial activity involving local, regional, national, and international stakeholders in the time periods leading up to, during, and after the Games. This includes significant anticipated involvement in the cultural, entertainment, and other participation opportunities comprising non-venue activations (NVAs), as well as a general increase in commercial activity based on the considerable expected inflow of tourists to our city in general and to our neighborhood in particular.

Accordingly, equitable access to public contracting opportunities is paramount to enable North Westwood's local businesses (especially its small, minority-owned, and disadvantaged businesses) to more easily participate in procurement processes. North Westwood's businesses, along with others located in the City of Los Angeles, will be most impacted by the Games and should have priority in being able to apply for procurement opportunities in one centralized portal to the extent possible for ease of reference.

From: [LA City SNow](#)
To: Board Clerk; [REDACTED]
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S64
Date: Tuesday, May 12, 2026 11:10:54 AM
Attachments: [Item 7 - Community Impact Statement Regarding Council File 15-0989-S64.pdf](#)

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Contact Information

Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: [REDACTED]

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/06/2026

Type of NC Board Action: For

Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee, Board of Public Works Commissioners, Building and Safety Commissioners

Council File Number: 15-0989-S64

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S64](#)

Title: 2028 Olympic and Paralympic Games (LA 2028) / Public Right-of-Way / Mobility Readiness / Youth Sidewalk Repair Program / FIFA Activations

Position: For

Summary:

The North Westwood Neighborhood Council (“NWWNC”) supports the motion to accelerate pedestrian facility repairs and infrastructure improvements in preparation for the 2028 Olympic and Paralympic Games.

North Westwood is home to major regional destinations, dense residential communities, and critical transportation corridors that will experience increased visitation and mobility demand associated with upcoming global events, including the 2026 FIFA World Cup and the 2028 Games. Key corridors such as Wilshire Boulevard, Westwood Boulevard, Santa Monica Boulevard, Gayley Avenue, and Le Conte Avenue, as well as the areas surrounding the UCLA campus, Westwood Village, and the Wilshire Bus Rapid Transit Corridor, are already heavily utilized by pedestrians, transit riders, and persons with disabilities.

Many of these corridors contain aging or uneven sidewalks, substandard curb ramps, and crosswalks that would benefit from timely repair and modernization. Improvements along these routes are essential to ensure safe, accessible, and ADA-compliant pathways, not only for visitors, but for the daily needs of residents, students, seniors, workers, and community members who rely on walking and transit as primary modes of transportation.

Westwood Park—a planned activation zone for the 2026 FIFA World Cup and 2028 Olympics and Paralympics—lacks curb ramps, has sidewalk obstructions, or is missing entire sidewalk segments along all pedestrian access routes. This lack of accessibility to a major community resource and event activation zone is unacceptable, and it is crucial that it is addressed ASAP.

NWWNC strongly supports the motion's emphasis on accessibility as a foundational legacy of the Games. Investments in pedestrian infrastructure along these specific Westwood corridors align with long-standing community priorities, including safer walkability, improved first/last mile connections to transit, and reduced reliance on automobiles. Enhancing connectivity between transit stops, commercial areas, and residential neighborhoods will deliver lasting benefits well beyond 2028.

NWWNC also commends the motion's support for partnerships with community-based organizations such as the Los Angeles Neighborhood Initiative and the Los Angeles Conservation Corps. These partnerships not only help deliver critical infrastructure improvements efficiently, but also provide valuable workforce development opportunities for local youth, including hands-on experience through sidewalk repair programs.

Finally, NWWNC appreciates the urgency reflected in this motion. Accelerating repairs through coordinated, multi-departmental efforts and flexible contracting mechanisms is necessary to meet fast-approaching deadlines while ensuring accountability, quality, and minimal disruption to the community.

For these reasons, the North Westwood Neighborhood Council urges the Los Angeles City Council to adopt this motion and continue prioritizing investments that create safer, more accessible, and more resilient public spaces for all.

From: [LA City SNow](#)
To: [REDACTED]; **Board Clerk:** [REDACTED]
Subject: (EXTERNAL) Your Community Impact Statement Submittal
Date: Tuesday, May 12, 2026 11:13:44 AM
Attachments: [Item 8 - Community Impact Statement Regarding Council File 15-0989-S66.pdf](#)

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: [REDACTED]

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/06/2026

Type of NC Board Action: For

Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: Ad Hoc 2028 Olympic & Paralympic Games Committee, City Council and Committees, Charter Reform Commission

Council File Number:

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S66](#)

Title: Zero-Cost Principle for the LA28 Games / Charter Reform / Unreimbursed Costs / Legacy Fund

Position: For

Summary:

The North Westwood Neighborhood Council (“NWWNC”) supports the motion to establish a “Zero-Cost Principle for the LA28 Games” within the Los Angeles City Charter to ensure that the City of Los Angeles does not incur unreimbursed costs associated with hosting the 2028 Olympic and Paralympic Games.

North Westwood is home to major institutions, dense residential communities, and key transportation corridors that will likely experience significant impacts before, during, and after the 2028 Games. As a neighborhood situated near major regional destinations and transit routes, North Westwood residents are particularly sensitive to disruptions in public safety services, transportation access, and essential City resources.

The motion correctly identifies a fundamental concern, namely: the lack of clarity surrounding the definition and allocation of potential “surplus funds” within the LA28 budget, particularly given that critical costs (e.g., security, emergency services, and unforeseen contingencies) are not fully accounted for. With preliminary estimates suggesting that security costs alone may exceed \$1 billion, the risk that the City could bear unreimbursed expenses is substantial and unacceptable.

NWWNC strongly believes that City resources must first and foremost serve its residents. Any diversion of funds to a Legacy Fund before the City is made whole would undermine essential services, including public safety, sanitation, and transportation infrastructure (i.e., services that North Westwood residents rely upon daily, especially along high-traffic corridors such as Wilshire Boulevard, Westwood Boulevard, Santa Monica Boulevard, and Le Conte Avenue).

Codifying a Zero-Cost Principle in the City Charter will provide necessary accountability and transparency, ensuring that the financial burden of hosting the

Games does not fall on taxpayers or compromise the City's ability to deliver core services. This safeguard is essential not only for fiscal responsibility but also for maintaining public trust.

For these reasons, the North Westwood Neighborhood Council urges the Los Angeles City Council to adopt this motion and take all necessary steps to protect the City's financial stability and the well-being of its communities.

From: [LA City SNow](#)
To: [Board Clerk;](#) [REDACTED]
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S67
Date: Tuesday, May 12, 2026 11:15:20 AM
Attachments: [Item 9 - Community Impact Statement Regarding Council File 15-0989-S67.pdf](#)

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: [REDACTED]

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/06/2026

Type of NC Board Action: For

Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: Ad Hoc 2028 Olympic & Paralympic Games Committee, City Council and Committees

Council File Number: 15-0989-S67

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S67](#)

Title: 2028 Olympic and Paralympic Games / Prioritize City of Los Angeles Businesses / Transparent Procurement / Quarterly Reports

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") strongly supports the motion introduced to ensure transparency, accountability, and equity in the procurement practices associated with the 2028 Olympic and Paralympic Games.

North Westwood is home to a diverse mix of small businesses, service providers, and entrepreneurs who form the backbone of our local economy. These businesses stand to benefit significantly from the economic opportunities generated by the Games. However, without clear, enforceable procurement policies prioritizing City of Los Angeles businesses, there is a substantial risk that these opportunities will bypass local stakeholders in favor of larger, multinational firms.

NWWNC is particularly concerned that LA28's current procurement framework lacks sufficient transparency and specificity. As outlined in the motion, the absence of clearly defined total addressable spend, sector-specific allocations, and anticipated contract values makes it difficult to assess whether local businesses will receive a fair share of opportunities. Additionally, it remains unclear how prior City Council directives (specifically those outlined in Council Files 15-0989-S51, S52, S58, S59, and S62) have been incorporated into LA28's planning and implementation.

The City of Los Angeles is assuming significant financial responsibility for hosting the Games. As such, it is both reasonable and necessary that the City require a procurement structure that prioritizes local economic benefit. Accordingly, NWWNC strongly supports the establishment of a tiered vendor preference system that places City of Los Angeles businesses first, followed by Los Angeles County, and then the broader regional market.

Equally important is the need for robust oversight and reporting mechanisms. Quarterly reporting on procurement activities, measurable outcomes, and progress

toward equity goals will be essential to ensure accountability and to allow for timely course corrections if necessary.

The 2028 Games represent a once-in-a-generation opportunity to uplift local economies and create lasting benefits for communities like North Westwood. With thoughtful policy implementation and rigorous oversight, the City can ensure that these benefits are distributed equitably and transparently.

For these reasons, the North Westwood Neighborhood Council urges the Los Angeles City Council to adopt this motion and take the necessary steps to protect and prioritize the economic interests of local businesses.

From: [JESSICA CHIANG](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Sepulveda Pass Development - SMC student Comments
Date: Tuesday, May 19, 2026 8:43:09 PM

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Dear Metro Board,

I am a student at Santa Monica College and am writing to you about the development of the Sepulveda Pass subway. I ask you to kindly consider the Bundy/Expo station and the Bundy/Centinela corridors as alternative endpoints to the Sepulveda/Expo station.

Both of these corridors are four-lane highways with a center lane and street parking along nearly all of the corridor. Both corridors are also good candidates for a bus or Bus Rapid Transit system to LAX, and could accommodate a subway extension if deemed necessary.

Please consider the advantages of these potential stations and corridors:

Bundy/Expo

- Access to various Santa Monica College campuses
- Concentration of residential and commercial uses, great potential for passenger growth

Bundy/Centinela

- New high-density housing coming to the former Santa Monica Business Park by Boston Properties
- Planned student housing project at the Bundy Campus will be along the Bundy/Centinela corridor
- Loyola Marymount University Jefferson campus at Centinela and Jefferson
- Significant development opportunities along Bundy/Centinela

In contrast, please consider these points regarding the Sepulveda corridor:

- Less residential and more commercial development
- Shopping centers attract car-dependent shopping habits due to the need to transport purchased goods

For these reasons, the higher-density housing centers suggested will provide more consistent, daily, multi-directional trips for many current and future residents along Bundy/Expo and Bundy/Centinela. These stops would also significantly help SMC students get to and from the valley.

I kindly urge you to consider these points and review the viability of these alternative endpoints to the Sepulveda/Expo station. Thank you very much for your time and attention to this matter.

Best regards,

Jessica Chiang

From: [Ian Michelson](#)
To: [Board Clerk](#); [REDACTED]
Cc: [REDACTED]
Subject: (EXTERNAL) Request for Study: Mid-City/Koreatown to Playa del Rey Transit Connection
Date: Tuesday, May 19, 2026 9:32:00 PM
Attachments: [The I to C Line .pdf](#)

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Hello,

My name is Ian Michelson, and I live at [REDACTED] in Los Angeles. I am writing to ask whether Metro, Council District 10, and Supervisor Mitchell's office would consider studying a better transit connection between Mid-City/Koreatown and Playa del Rey.

This request began because my girlfriend, Caitlin, lives on W Talbert Street in Playa del Rey. The trip is only about 16 miles by car, but depending on traffic, it can take anywhere from 25 minutes to nearly an hour. In other words, visiting my girlfriend sometimes requires the emotional preparation of a regional expedition.

I would love to see this corridor studied, beginning with a realistic option like an express bus or bus rapid transit pilot. If ridership is strong, Metro could later consider dedicated lanes, elevated rail, or even an underground connection.

I fully understand that a private bullet train from my house to Caitlin's house is not the first item on Metro's capital plan, even though I believe history will vindicate me. But a practical east-west transit connection between these neighborhoods feels like a real public need.

Thank you for your time and for your work on improving transportation access in Los Angeles.

Warmly,
Ian Michelson

The I to C Line - A Very Reasonable, Emotionally Urgent Transit Proposal

Proposed route:

Ian Michelson's house:

Caitlin Herron's house:

This proposal asks Metro, Council District 10, and Supervisor Holly Mitchell's office to consider studying a better transit connection between Mid-City/Koreatown and Playa del Rey. More specifically, it asks for a way to get from my house to Caitlin's house without having to spiritually prepare myself for the 10, the 405, and whatever strange traffic event Los Angeles has invented that day.

Right now, the trip is about **16 miles by car**. On a good day, it takes around **22 minutes**. During traffic, it can take **50–60 minutes**, which is not really a commute. It is more of a test of love, patience, and lower back strength. This started as a personal idea, but it points to a real Los Angeles problem: neighborhoods like Mid-City, Koreatown, Culver City, Playa Vista, Westchester, and Playa del Rey are close enough that they should be easier to reach without a car.

Los Angeles should not make a 16-mile trip feel like a side quest.

Why This Matters

A better transit connection could:

- Reduce car dependency
- Save residents money on gas
- Lower emissions
- Make cross-city trips more reliable
- Support local businesses
- Connect central Los Angeles to the coastal Westside
- Help people visit their girlfriends without entering a minor psychological battle

For me personally, the trip is about **32 miles round trip**. If gas is around **\$6 per gallon** and my car gets about **25 miles per gallon**, each round trip costs roughly:

$$32 \text{ miles} \div 25 \text{ mpg} = 1.28 \text{ gallons} \mid 1.28 \text{ gallons} \times \$6/\text{gallon} = \text{about } \$7.70 \text{ per round trip}$$

That means:

Visits Per Week	Estimated Gas Cost Per Year
1 trip/week	about \$400/year
2 trips/week	about \$800/year

3 trips/week about \$1,200/year

Environmental Benefit

Each round trip is about 32 driving miles. Using a common estimate of about 404 grams of CO₂ per mile for an average passenger vehicle: **32 miles × 404 grams = 12,928 grams of CO₂**

That equals about:

12.9 kg of CO₂ saved per avoided round trip

That is just one person's relationship commute. If a route like this served hundreds or thousands of similar trips across Mid-City, Koreatown, Culver City, Playa Vista, Westchester, and Playa del Rey, the emissions savings could become much more meaningful.

Possible Transit Options

Option 1: Express Bus or Bus Rapid Transit

The route could connect: **Mid-City/Koreatown to Culver City to Playa Vista to Playa del Rey**

It could begin as a limited-stop express bus and later become full bus rapid transit with dedicated lanes, signal priority, nicer stops, real-time arrival signs, and better pedestrian connections.

Estimated travel time: 30–50 minutes

Estimated cost: Lower than rail, likely in the hundreds of millions if fully built out.

Best part: This could actually happen before I am 80.

Rationale

This is the best starting point because it does not require digging tunnels, building stations underground, or convincing Los Angeles to immediately fund a multi-billion-dollar partner-to-girlfriend rail line. It would allow Metro and the City to test demand first. If people use it, the route could be upgraded over time. This is the responsible version of the dream.

Option 2: Elevated Rail

This would be a train built above existing roads or transportation corridors. It would glide over traffic while everyone below reflects on their choices.

Estimated travel time: 18–30 minutes

Estimated cost: High, likely several billion dollars depending on the route

Best part: Fast, futuristic, and deeply emotionally satisfying.

Rationale

Elevated rail would be more expensive than bus rapid transit, but it would be faster and more reliable. Because it would be separated from traffic, it would not get stuck behind cars, crashes, or construction. This option could use existing road or freeway corridors to limit property impacts. It would also make the route feel more permanent, visible, and connected to the larger Metro system.

Main Request

I am asking Metro, Council District 10, and Supervisor Mitchell's office to consider:

A feasibility study for a Mid-City/Koreatown to Playa del Rey transit corridor, beginning with an express bus or bus rapid transit pilot.

This would not just help me visit Caitlin. It would help connect neighborhoods that are close together but somehow feel separated by three emotional time zones.

A better connection could reduce traffic, save gas, lower emissions, support local businesses, and make Los Angeles feel more livable.

SignaturesA solid black rectangular box used to redact the signature of the person.

San Michelson



- COMMUNITY IMPACT STATEMENT -

Title: Westside Cities Councils of Governments (WSCCOG) Westside Bus Connection Program

The North Westwood Neighborhood Council strongly supports the [WSCCOG Westside Bus Connection Program](#), which seeks to improve transit between UCLA and other destinations with dedicated transit lanes and other transit priority measures prior to the 2028 Olympic and Paralympic games. In particular, the Sepulveda Blvd corridor is key to connect UCLA's campus and Westwood to UCLA's family housing and LAX. The elimination of the Westwood FlyAway Service five years ago has left a hole in reliable and fast transit to the airport for NWWNC stakeholders.. The Santa Monica Blvd corridor is also essential for our commuters, linking UCLA's medical and graduate student housing at Santa Monica/Westgate to campus and connecting UCLA-Santa Monica and UCLA-Reagan Hospitals. However, both corridors experience slow bus speeds, transit delay, and unreliability due to a lack of dedicated lanes and priority.

As design evolves for this project, we ask that the following elements be included:

- In general, we ask for full-time bus lanes, cloud-based transit signal priority, far-side bus stops, and dedicated bike lanes (separate from both the bus lanes and the vehicle lanes) throughout the project corridors.
- At a minimum, the project must adhere to LA's *Mobility Plan 2035*, including full-time bus lanes on the entirety of Sepulveda Blvd and Santa Monica Blvd, as well as class IV bike lanes on Santa Monica Blvd east of Westwood Blvd, Sepulveda Blvd South of Centinela, and Westchester Blvd/Arbor Vitae St east of Sepulveda.
- The project recently eliminated Sepulveda Blvd South of Centinela, and Westchester Blvd/Arbor Vitae St east of Sepulveda from bus lane upgrades, and we urge them to be added back into the project scope. Airport congestion can be the most severe in these segments, especially near holidays and large events (like the 2028 Olympics and Paralympics). Therefore, these segments are a prerequisite for predictable, reliable transit times to LAX. These segments were already approved as part of the *Mobility Plan 2035*, and are required to be implemented eventually. The best time is now.

- Where bike lanes and bus stops interact, we ask that [boarding islands](#) or [shared boarding areas](#) be implemented.
- Implement bus-only turn lanes/queue-jumps at key turning locations with high bus frequencies (similar to [Aliso at Alameda](#) or [1st at Spring](#) in downtown LA):
 - A strategic coordinated series of queue jumps at westbound Kinross at Veteran (left turn), southbound Veteran at Wilshire (right turn), and westbound Wilshire at Sepulveda (left turn) will allow BBB routes 2, 17, and 18 to avoid 405 on-ramp traffic and allows CC 6/6R to seamlessly move from the future [Lot 36 Transit Center](#) across westbound Wilshire to southbound Sepulveda.
 - Left turn queue jump is needed at eastbound Wilshire at Veteran to access the Lot 36 Transit Center.
 - At eastbound Santa Monica at Westwood, the proposed travel lane reduction as part of the LADOT Westwood Blvd Safety and Mobility Project makes the second left turn lane redundant. It can be repurposed as a bus-only left turn lane to be used by BBB route 1. LA Metro 761 can utilize [new routing](#) on Santa Monica Boulevard and Sepulveda to take advantage of new bus lanes and queue jumps, as there are no stops between Santa Monica/Westwood and Sepulveda/Pico.

In addition to transit priority, the multijurisdictional nature of these corridors emphasizes the need for LA Metro, the City of Los Angeles, the City of Santa Monica, and Culver City to have cooperative bus lane enforcement and revenue sharing agreements in place prior to implementation to ensure bus lanes remain clear and effective.

Council File: [20-1335](#)

Title: Westside Cities Council of Government / Measure M Multiyear Subregional Program / Grant Funds

Position: For

From: [tklaus.santa.549g](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) General Public Comment: #40, 2026-0354
Date: Wednesday, May 20, 2026 7:03:54 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I have noticed that TSOs have been boarding the transit in LA to do TAP card checks with a card reader system on the devices to scan the cards. I support this system and want the TSOs to continue this system. However, I am hoping that the LA Metro Board will have a Proof of Payment policy that is more similar to Bay Area Rapid Transit (BART), so this can address fare enforcement with TAP Plus, mobile wallet users, and cash paying bus riders as well. This would result in more even spreading of fare enforcement throughout the system.

I would also like to note that I would like the Metro Board to enjoin the SGV Service Council letter sent to the Metro Board dated May 11, 2026 to support for reinstating fare enforcement

Thank you for reading the message.

From: [p.brown](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Board mtg 5/28 - GENERAL COMMENT
Date: Wednesday, May 27, 2026 4:50:53 PM

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Dear Directors:

This month, Metro's San Gabriel Valley Service Advisory Council sent a letter to you, the LA Metro Board, that "urges the Board to take immediate action to reinstate regular onboard fare inspections."

I am writing to express my strong support for the Council's recommendation.

Metro's analysis of rider views, conducted for the budget, found that the top concern is Public Safety (prioritizing enhanced security measures).

Metro data also found very clear and explicit linkages between fare evasion, crime and antisocial behavior on Metro, and how riders view safety and security.

Routine fare inspections systemwide, and the installation of fare gates and tap to exit at every station on every line, would contribute greatly to public perceptions of safety and security.

That investment will pay big dividends: more ridership as people feel safer and more badly needed fare revenue.

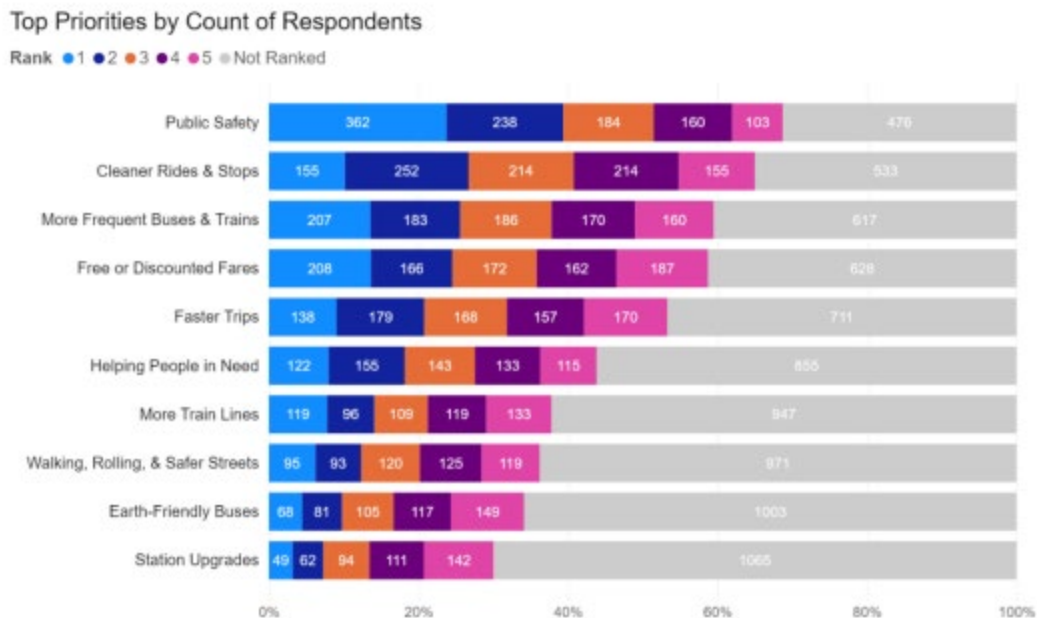
We know Metro can conduct effective fare enforcement – it did

so before 2018 – and other progressive cities with proof of payment systems successfully conduct fare enforcement.

Denver RTD did over five million fare checks on its system in 2025 - over 400,000 a month, compared to Metro’s approximately 6,000 in February 2026.

As the SGV Service Advisory Council asks, please prioritize fare enforcement.

P.A. Brown
San Gabriel Valley





Metro

MINUTES

Thursday, May 28, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member
Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:23 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 23, 24, 25, 26, 30, 31, 32, 33, and 36.

Consent Calendar items were approved by one motion; no items were held by a Director for discussion and/or separate action.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Voting Deviations:

Item 8 – the following Director voted no: LH

Item 10 – the following Director was conflicted: HS

Item 12 – the following Director was conflicted: KRB

Item 25 – the following Director was conflicted: KY

Item 36 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES

2026-0400

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 23, 2026.

3. SUBJECT: REMARKS BY THE CHAIR

2026-0401

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	P	P	P	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2026-0402

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	P	P	P	P	A	P

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: BOARD OFFICERS

2026-0410

ELECTED Director Karen Bass as Chair, Director Kathryn Barger as First Vice Chair, and Director Tim Sandoval as Second Vice Chair for FY27, effective July 1, 2026.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

6. SUBJECT: GUIDING VALUES FOR AD HOC BOARD COMPOSITION COMMITTEE DELIBERATIONS

2026-0304

ADOPTED ON CONSENT CALENDAR the guiding values to support and inform the Ad Hoc Board Committee's deliberations regarding governance considerations.

7. SUBJECT: HIGH DESERT CORRIDOR FY27 WORK PROGRAM

2026-0104

APPROVED ON CONSENT CALENDAR:

- A. \$9,338,470 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2027 (FY27) work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

8. SUBJECT: STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP

2026-0253

APPROVED ON CONSENT CALENDAR:

- A. the programming of \$5,750,000 in Measure M funds to support design activities for SR-71 North; and
- B. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North design activities.

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION **2026-0277**

APPROVED ON CONSENT CALENDAR:

A. APPROVING:

1. Deobligating a net of \$60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules;
2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59); and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

10. SUBJECT: SEPULVEDA TRANSIT CORRIDOR **2026-0250**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. EXECUTE** Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of \$7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from \$64,817,445 to \$72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;
- B. INCREASE** the Contract Modification Authority (CMA) for Contract No. AE67085000 in the amount of \$1,914,709, increasing CMA from \$8,495,350 to \$10,410,059 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA;
- C. EXECUTE** Modification No. 4 to Contract No. PS68039000 for the Sepulveda Transit Corridor Community Participation Program with Arellano Associates, LLC to provide additional strategic communications and community participation services in the amount of \$2,287,508, increasing the total contract value from \$4,861,759 to \$7,149,267 and extend the period of performance from December 31, 2027 to December 31, 2028; and

(continued on next page)

(Item 10 – continued from previous page)

- D. INCREASE CMA for Contract No. PS68039000 in the amount of \$500,000, increasing CMA from \$351,493 to \$851,493 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA.

12. SUBJECT: K LINE EXTENSION TO TORRANCE PROJECT 2025-1034

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of \$43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from \$33,404,805 to \$76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.

13. SUBJECT: CHATSWORTH STATION ADA IMPROVEMENT PROJECT 2026-0267

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to increase the Life-of-Project (LOP) budget by \$1,645,350, from \$7,354,650 to \$9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

14. SUBJECT: FOOTHILL GOLD LINE EXTENSION PHASE 2B 2026-0283

AUTHORIZED ON CONSENT CALENDAR execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project.

15. SUBJECT: K-LINE'S NEW TRACTION POWER SUBSTATION PROJECT 2026-0307

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line new Traction Power Substation (TPSS) Support project (Project) in the amount of \$38,450,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.

**16. SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD 2025-1057
INTERCHANGE IMPROVEMENTS PROJECT**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute:

- A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate \$845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;
- B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies \$5,991,000 in funding for Caltrans Construction Support, and \$34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;
- C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of \$693,970 increasing the contract value from \$499,178 to \$1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and
- D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project.

**18. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT 2026-0266
PROJECT**

AUTHORIZED the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget in the amount of \$3,998,675,309 for the East San Fernando Valley Light Rail Transit Project;
- B. AMEND the Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of the Project in the amount of \$1,988,038,124 increasing the total contract value from \$442,916,240 to \$2,430,954,364; and
- C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	C	Y	Y	Y	A	Y	Y	Y	Y	A	Y

19. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

2026-0295

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of \$428,988,535; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

20. SUBJECT: TAP FARE MEDIA MANUFACTURING AND FULFILLMENT SERVICES

2025-0958

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award the following five-year indefinite delivery/indefinite quantity (IDIQ) firm fixed unit price contracts for TAP fare media for Metro and TAP Partner agencies for a total Not-To-Exceed (NTE) amount of \$30,149,315 for the initial three-year term, and \$11,975,535 for the first, one-year option, and \$12,028,294 for the second, one-year option, for a total NTE cumulative amount of \$54,153,144, inclusive of sales tax, effective July 1, 2026, subject to the resolution of any properly submitted protest(s) if any.

Discipline 1 - TAP Contactless Smart Cards Manufacturing

- 1) Idemia America Corp. (PS128860000)
- 2) Giesecke & Devrient ePayments America Inc. (PS128860001)
- 3) Paragon ID High Point US, Inc. (PS128860002)
- 4) Cole Ticket Solutions (PS128860003)

Discipline 2 - Card Fulfillment and Distribution

- 1) Giesecke & Devrient ePayments America Inc. (PS128860004)

22. SUBJECT: FISCAL YEAR 2027 (FY27) PROPOSED BUDGET

2026-0209

APPROVED:

- A. ADOPTING the proposed FY27 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/>](https://www.metro.net/about/financebudget/));
 - 1. AUTHORIZING \$9.7 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;

(continued on next page)

(Item 22 – continued from previous page)

2. AUTHORIZING a total of 12,321 FTEs, of which 10,024 are Represented FTEs and 2,297 are Non-Represented FTEs;
 3. AUTHORIZING an average 3% 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 4.0%;
 4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice;
 5. APPROVING the Life of Project (LOP) budgets exceeding \$5.0 million for new capital projects and LOP budget increases for existing projects exceeding \$1.0 million;
 6. AUTHORIZE the CEO to execute Metrolink's continuing resolution to extend FY26 budget authorization through first quarter of FY27 until October 1, 2026, and execute all necessary agreements between Metro and SCRRA based on the continuing resolution;
 7. AMENDING the proposed FY27 Budget document by including 76 additional FTEs for the Department of Public Safety (DPS), to support the phased start-up of the care-based, multi-layered safety unit, and \$5.6 million in non-labor budget;
 8. AUTHORIZE the CEO to execute contract modifications to extend the current transit law enforcement contracts annually (for up to three additional years), utilizing funds to be requested during future fiscal years' budget processes;
 9. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2026); and
- B. the Reimbursement Resolution declaring Metro's intention to issue debt in FY27 for capital projects, with the provision that actual debt issuance will require separate Board approval.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	A	Y

23. SUBJECT: FISCAL YEAR 2026-27 TRANSIT FUND ALLOCATIONS 2026-0302

APPROVED ON CONSENT CALENDAR:

- A. \$2.9 billion in Fiscal Year 2026-27 (FY27) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines. Federal and statefund allocations are subject to actual fund apportionments;
- B. fund exchanges in the estimated amount of \$4,748,679 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;
- C. fund exchanges in the estimated amount of \$1,046,112 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the LCTOP. Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;
- D. fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of \$400,000 with Metro's TDA Article 4 allocation subject to final federal apportionments. If federal funds are not available for this fund exchange, \$400,000 in FY28 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;
- E. fund exchanges in the amount totaling \$16.7 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339 subject to final federal apportionments;
- F. AUTHORIZING the Chief Executive Officer to adjust FY27 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY27 Budget as necessary to reflect the adjustments;
- F. project selection and programming of \$6,062,927 for the Local Transit Services Subcommittee (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;
- H. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations; and
- I. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY27 Budget amendments to implement the above funding programs.

24. SUBJECT: FISCAL YEAR 2027 AUDIT PLAN **2026-0315**

ADOPTED ON CONSENT CALENDAR the Fiscal Year 2027 (FY27) Proposed Annual Audit Plan.

25. SUBJECT: SUSTAINABILITY PROGRAM ASSISTANCE SERVICES **2025-0890**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee, task order-based Contract No. AE129745EN086, to Cumming Management Group, Inc. for Sustainability Program Assistance Services (SPAS), for a three-year base term in an amount Not-To-Exceed (NTE) \$7,500,000, plus two, one-year options in an NTE amount of \$2,500,000 for each option year, for a total NTE amount of \$12,500,000, subject to the resolution of any properly submitted protests, if any; and
- B. AWARD individual Task Orders and modifications up to the NTE contract amount of \$7,500,000. or the project's authorized amount, whichever is less.

26. SUBJECT: FY2027 COMMITTEE AND BOARD MEETING CALENDAR **2026-0089**

RECEIVED AND FILED ON CONSENT CALENDAR the FY2027 Committee and Board Meeting Calendar.

30. SUBJECT: AUTOMATED GUIDED VEHICLE (AGV) REPLACEMENT **2026-0167**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 24-month firm-fixed price Contract No. PS135749000 to Dematic Corp. (Dematic) for the Automated Guided Vehicle (AGV) replacement to install 11 AGVs along with the associated software in the amount of \$4,837,855, subject to the resolution of any properly submitted protest(s), if any.

31. SUBJECT: RECRUITMENT SERVICES BENCH **2026-0272**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to the Recruitment Services Bench Contract Nos. PS95999000 with Partners in Diversity, Inc., PS95999001 with DeSanti, and PS95999002 with David Gomez Partners to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency in an amount Not-To-Exceed (NTE) \$200,000, increasing the cumulative contract value from \$482,500 to \$682,500, and extending the period of performance from September 1, 2026 to August 31, 2027.

32. SUBJECT: DRONE SECURITY MONITORING SERVICES

2026-0246

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS118995000 with Flying Lion, Inc. to continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system, in the amount of \$497,764, increasing the total contract value from \$497,780 to \$995,544, and extending the period of performance from July 22, 2027, through July 21, 2029.

33. SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS

2026-0116

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

36. SUBJECT: ACCELERATED THRONE SMART MOBILE RESTROOMS DEPLOYMENT

2026-0221

AUTHORIZED ON CONSENT CALDNAR the Chief Executive Officer to execute Modification No. 1 to Contract No. OP128820000 with Throne Labs, Inc. to accelerate the deployment of the Throne smart restrooms and realign service levels, in the Not-to-Exceed (NTE) amount of \$3,060,590, increasing the total NTE contract amount from \$21,138,608 to \$24,199,198.

43. SUBJECT: RENEWABLE NATURAL GAS (RNG) PROVIDER

2026-0334

FAILED:

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of \$140,004,228.05 and one three-year option in the NTE amount of \$88,902,684.81, for a combined NTE amount of \$228,906,912.86; and
- B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
N	ABS	N	A	N	N	A	N	A	N	A	A	N

44. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2026-0218**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire either the Fee Simple Interest ("Fee Interest") or certain Improvements Pertaining to Realty ("IPR") for the properties identified and described as:

- A. 14529 Keswick Street, Van Nuys, CA 91405; APN: 2210-030-027; ESFV-B-002-1 ("B-002"). (IPR Interests Only);
- B. 13287-13289 Van Nuys Blvd., Pacoima, CA 91331; APN: 2619-017-008; ESFV-C-005-1 ("C-005"). (Fee Interest Only);
- C. 13291 Van Nuys Blvd., Pacoima, CA 91331; APN: 2619-017-009; ESFV-C-006-1 ("C-006"). (IPR Interests Only); and
- D. 6429 Van Nuys Blvd., Van Nuys, CA 91401; APN 2236-023-001; ESFV-A-002-1 ("A-002"). (IPR Interests Only).

The interests being acquired in the above-listed properties are referred to herein as the "Property Interests."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y

45. SUBJECT: 2026 FIFA WORLD CUP READINESS UPDATE **2026-0360**

RECEIVED oral report on preparations for the 2026 FIFA World Cup.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	A	P	P	A	P	A	A	A	A	P

46. SUBJECT: GOVERNANCE, DELIVERY, AND OPERATION OPTIONS FOR THE LA RIVER PATH PROJECT MOTION **2026-0416**

APPROVED Motion by Bass, Solis, Horvath, Hahn, and Padilla that the Board directs the Chief Executive Officer or her designee to:

Enter into all necessary agreements and subsequent amendments with the County of Los Angeles, the LACFCD, and/or the City of Los Angeles to carry out the LA River Path Governance Model Study, and to fully reimburse the County of Los Angeles, the LACFCD, and/or the City of Los Angeles for the full cost of the study.

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WE FURTHER MOVE that the Board directs the CEO to have the Metro staff collaborate with the County of Los Angeles, the LACFCD, the City of Los Angeles, and all relative stakeholders including the United States Army Corps of Engineers, on the LA River Path Governance Model Study by providing all requested project-related information, technical expertise, right-of-way data, and review support, and by serving as a committed partner throughout the development and implementation of the study's recommendations. The study shall include, but not be limited to, the following elements:

- A. Governance: Review best practices from other regions and report with recommendations on suitable models, options, and processes, including:
 - 1. Identifying a Project Client for development, delivery, and operation;
 - 2. Using an existing agency or authority as the Project Client;
 - 3. Creating a new Joint Powers Authority (JPA), including recommendations for optimal membership and roles;
 - 4. Establishing a new authority or agency through existing or new State legislation, including the creation of a Climate Resilience District, to serve as the Project Client, operator or both; and
 - 5. Retaining Metro's current role as the Project's developer, builder, and partner in operation;
- B. Project Delivery: Study alternative delivery models to benefit the project, such as Design-Build-Finance-Operate-Maintain (DBFOM) and other innovative procurement approaches.
- C. Operations and Maintenance: Research and report on operations and maintenance models, including:
 - 1. An initial model for meeting operations and maintenance needs of the Downtown LA River Path project, including security, public safety, graffiti abatement, routine maintenance, and long-term structural inspection and repair; and
 - 2. A model for a unified operations and maintenance program for the entire 51-mile LA River Path (the "LARiverWay"), and how it may relate to delivery of the Downtown LA River Path project;

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D. Sustainable Funding: Develop recommendations for existing and potential new funding sources for the sustainable long-term stewardship of the Downtown LA River Path project and/or the entire 51-mile LARiverWay, including:

1. Realigning funding formulas for existing active transportation funding sources, such as TDA Article 3;
2. Opportunities to address active transportation operations and maintenance funding in the Measure M decennial review process;
3. New local or regional levies based on funding models for similar active transportation infrastructure in other jurisdictions; and
4. Potential operational revenue, such as filming, special events, sponsorship, and advertising;

E. Stakeholder Engagement: Engage with various agencies and project stakeholders to inform the research described above and the collaborative roles for delivery and operation.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

47. SUBJECT: CLOSED SESSION

2026-0415

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

1. Shaun Guttridge v. LACMTA, LASC Case No. 23SMCV03151

APPROVED settlement in the sum of \$995,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

2. MD Jamal Hossen v. LACMTA, LASC Case No. 23STCV07223

APPROVED settlement in the sum of \$800,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

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3. Mary Ann Yabut v. LACMTA, LASC Case No. 24CMCV00325

APPROVED settlement in the sum of \$275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 1347 West Storm Pkwy., Units E & F, Torrance, CA

Agency Negotiator: John Beck, Craig Justesen

Negotiating Party: Matt Ehrlich and Kindra Brayley of Rexford Industrial Realty, Inc.

Under Negotiations: Price and Terms

APPROVED staff to negotiate a lease extension.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

C. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins

Employee organizations: SMART, AFSCME, ATU, TCU, and Teamsters

No report.

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer

No report.

ADJOURNED AT 3:55 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration


Collette Langston, Board Clerk