



**Metro**

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

**Agenda - Final**

**Thursday, April 27, 2023**

**10:00 AM**

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## **Board of Directors - Regular Board Meeting**

*Ara J. Najarian, Chair*  
*Jacquelyn Dupont-Walker, 1st Vice Chair*  
*Janice Hahn, 2nd Vice Chair*  
*Kathryn Barger*  
*Karen Bass*  
*James Butts\**  
*Fernando Dutra*  
*Lindsey Horvath*  
*Paul Krekorian*  
*Holly J. Mitchell*  
*Tim Sandoval*  
*Hilda Solis*  
*Katy Yaroslavsky*  
*Gloria Roberts (Interim), non-voting member*  
  
*Stephanie Wiggins, Chief Executive Officer*

*\*1 W. Manchester Blvd., 9th Floor, Inglewood, CA 90301*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**  
(ALSO APPLIES TO BOARD COMMITTEES)

**PUBLIC INPUT**

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

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

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

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

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

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

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

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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

## DISCLOSURE OF CONTRIBUTIONS

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

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).



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

### **Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Board Meeting begins at 10:00 AM Pacific Time on April 27, 2023; you may join the call 5 minutes prior to the start of the meeting.

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

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

### **Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 27 de Abril de 2023. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo  
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***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

### **Written Public Comment Instruction:**

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

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 11, 13, 16, 17, 22, 23, 24, 29, 31, 32, 33, 34, and 43.

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

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

## NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2023-0277](#)

### RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2023-0278](#)

### RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

## PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

8. **SUBJECT: STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING** [2023-0144](#)

### RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report back on strategies to accelerate affordable housing within Metro joint development; and
- B. ADOPTING the Joint Development 10K Acceleration Strategies included as Attachment A.

**SOLIS AMENDMENT:** Provide a report in 120 days on opportunities to designate housing units, produced by the Metro joint development program or other appropriate mechanisms, for Metro workforce housing.

For the purposes of this amendment, Metro workforce housing is conceptually defined as housing affordable to and designated for individuals hired to perform work in essential roles for Metro transit system operations.





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- Attachments:**      [Attachment A - LOP increase 041423](#)  
[Attachment B Cost Management Policy 041423](#)  
[Attachment C 2023 041423](#)  
[Presentation](#)

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE RECEIVED AND FILED THE FOLLOWING:**

- 41. SUBJECT:      CENTER FOR TRANSPORTATION EXCELLENCE** [2023-0206](#)

**RECOMMENDATION**

RECEIVE AND FILE status report on the Center for Transportation Excellence.

- Attachments:**      [Attachment A - Center for Transportation Excellence Preliminary Site Plan Presentation](#)

- 44. SUBJECT:      MONTHLY UPDATE ON PUBLIC SAFETY** [2023-0213](#)

**RECOMMENDATION**

RECEIVE AND FILE Public Safety Report.

- Attachments:**      [Attachment A - Systemwide Law Enforcement Overview February 2023](#)  
[Attachment B - MTA Supporting Data February 2023](#)  
[Attachment C - Transit Police Summary February 2023](#)  
[Attachment D - Monthly, Bi-Annual, Annual Comparison February 2023](#)  
[Attachment E - Violent, Prop. and Part 1 Crimes February 2023](#)  
[Attachment F - Demographics Data February 2023](#)  
[Attachment G - Bus & Rail Operator Assaults February 2023](#)  
[Attachment H - Sexual Harassment Crimes February 2023](#)  
[Attachment J - Individual Badge Taps Systemwide](#)  
[Attachment I - Board Motion 36.1](#)

**END OF NON-CONSENT**

**CONSENT CALENDAR**

- 2. SUBJECT:      MINUTES** [2023-0276](#)

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held March 23, 2023.

- Attachments:**      [Regular Board Meeting MINUTES - March 23, 2023](#)  
[March 2023 RBM Public Comments](#)



**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

5. **SUBJECT: COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT** [2023-0016](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a five-year firm, fixed price Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services and Regulatory Compliance Support in the amount of \$6,145,965.36, subject to resolution of protest(s), if any.

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

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

6. **SUBJECT: SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY** [2023-0021](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a two-year, firm fixed price Contract No. PS91223-2000 to ETC Institute to conduct a system-wide on-board origin-destination survey, in an amount of \$1,495,180, subject to resolution of protest(s), if any; and
- B. EXECUTE a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) to advance \$500,000 in local funding to complete the Los Angeles County portion of the Household Travel Survey for SCAG regional modeling validation purposes.

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

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

7. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)** [2023-0029](#)

**RECOMMENDATION**

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$52,157,339 in fiscal year (FY) 2022-23 LCTOP funds for the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

**Attachments:**      [Attachment A - Board Resolution](#)

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

**11. SUBJECT:      PROPERTY INSURANCE PROGRAM**

[2023-0013](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not to exceed premium of \$8.5 million for the 12-month period May 10, 2023, through May 10, 2024.

**Attachments:**      [Attachment A - Recommended Program Pricing and Carriers](#)  
                                 [Attachment B - Alternatives Considered](#)

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

**13. SUBJECT:      MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION**

[2023-0196](#)

**RECOMMENDATION**

APPROVE Stephen Heaney, the recommended nominee for the Measure M Independent Taxpayer Oversight Committee for the area of expertise B, a professional from the field of municipal/public finance and/or budgeting.

**Attachments:**      [Attachment A - Committee Membership Requirements](#)  
                                 [Attachment B - Selection Panel Guidelines](#)  
                                 [Attachment C - Candidate Bio](#)

16. SUBJECT: SYSTEM ADVERTISING POLICY

[2023-0165](#)

**RECOMMENDATION**

ADOPT the System Advertising Policy 2023 (Attachment A) that includes revisions made in response to a recent ruling by the U.S District Court in First Amendment litigation brought by People for the Ethical Treatment of Animals (PETA) against Metro.

- Attachments:**      [Attachment A – Proposed Metro System Advertising Policy 2023](#)  
[Attachment B - Current Metro System Advertising \(COM6\)-2017](#)  
[Attachment C – Redlined Version of Metro System Advertising Policy](#)

17. SUBJECT: FY2024 COMMITTEE AND BOARD MEETING CALENDAR

[2023-0097](#)

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the FY2024 Committee and Board Meeting Calendar (Attachment A); and
- B. AMENDING the Los Angeles County Metropolitan Transportation Authority Board Rules and Procedures Section 1.1 to establish that August will be the recess month annually.

- Attachments:**      [Attachment A - FY24 Committee Board Calendar Presentation](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

22. SUBJECT: CRENSHAW/LAX CLOSE OUT PROJECT

[2022-0509](#)

**RECOMMENDATION**

AMEND the Life-of-Project (LOP) Budget by \$10,000,000 for the Crenshaw/LAX Close Out Project (Project), increasing it from \$47,000,000 to \$57,000,000.

- Attachments:**      [Attachment A - Funding Expenditure Plan](#)  
[Attachment B - Projected Breakdown of Cost Allocation](#)  
[Attachment C - Measure R & Measure M Unified Cost Mgmt Policy Analysis Presentation](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

**23. SUBJECT: SOUNDWALL PACKAGE 11 HIGHWAY PROJECT**

[2023-0159](#)

**RECOMMENDATION**

CONSIDER:

- A. AMENDING the Life of Project Budget (LOP) Budget for Project No. 460324 Soundwall Package 11 Highway Project by an amount of \$8,525,000, increasing the LOP budget from \$102,485,000 to \$111,010,000, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B); and
- B. AUTHORIZING the Chief Executive Officer to execute individual Contract Modifications within the Board approved Life of Project budget.

**Attachments:**      [Attachment A - Funding and Expenditure Plan](#)  
[Attachment B - Unified Cost Management Policy](#)  
[Attachment C - Caltrans Construction Procedures Directives](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

**24. SUBJECT: BUSINESS INTERRUPTION FUND**

[2022-0858](#)

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the Pilot Business Interruption Fund (BIF) Assessment;
- B. AUTHORIZING the Chief Executive Officer to expand the Pilot Business Interruption Fund (BIF) to the East San Fernando Valley Light Rail Transit Project; and
- C. APPROVING the Pilot Business Interruption Fund (BIF) program modifications (Attachment D).

**Attachments:**      [Attachment A - BIF Motion 32](#)  
[Attachment B - BIF Motion 57](#)  
[Attachment C - BIF Metrics and Measures of Effectiveness](#)  
[Attachment D - BIF Program Modifications](#)  
[Presentation](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

**29. SUBJECT: METRO CENTER PROJECT**

[2023-0100](#)

**RECOMMENDATION**

AMEND the Life of Project (LOP) budget by \$13,000,000 for the Metro Center Project from \$130,688,310 to \$143,688,310.

**Attachments:**      [Attachment A - Projected Breakdown of Cost Alloc. Funding Exp. Plan](#)  
[Attachment B - Funding and Expenditure Plan](#)

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

**31. SUBJECT: SPARK PLUG KITS**

[2022-0864](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA95488000 to Cummins, Inc., the lowest responsive and responsible bidder for Spark Plug Kits. The Contract one-year base amount is \$1,256,414 inclusive of sales tax, and the one-year option amount is \$1,294,487, inclusive of sales tax, for a total contract amount of \$2,550,901, subject to resolution of protest(s), if any.

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

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

**32. SUBJECT: METRO EXPRESSLANES ON CALL TRAFFIC AND REVENUE SUPPORT**

[2023-0051](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS86284000 with CDM Smith, Inc., to provide Metro ExpressLanes On-Call Traffic and Revenue Support services in an amount not to exceed \$2,999,870 subject to the resolution of timely submitted protest(s), if any.

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

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

**33. SUBJECT: UNLEADED FUEL**

[2023-0124](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. FY75015000 with Mansfield Oil of Gainesville, Inc. to increase the 2-year base contract amount by \$1,067,343 from \$6,628,473 to \$7,695,816, exercise the 1-year option term extending the period of performance from July 1, 2023, to June 30, 2024 and increase the total not-to-exceed amount by \$5,679,967 from \$6,628,473 to \$12,308,440.

**Attachments:**

[Attachment A - Procurement Summary](#)

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

[Attachment C - DEOD Summary](#)

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

**34. SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES**

[2023-0136](#)

**RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to execute:

- A. Modification No. 5 to Contract No. OP1246400003367, for Region 1 with Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro B Line (Red), G Line (Orange) and various bus and rail locations within the geographical area specified in Region 1, to exercise the one, two-year option in the amount of \$1,204,126, increasing the total contract not-to-exceed amount from \$1,806,189 to \$3,010,315 and extending the period of performance from June 01, 2023 to May 31, 2025;
- B. Modification No. 6 to Contract No. OP1246420003367, for Region 2 with Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro L Line (Gold), D Line (Purple), J Line (El Monte Bus Way), future Regional Connector, future D Line (Purple) Westside Extension and various bus and rail locations within the geographical area specified in Region 2, to exercise the one, two-year option in the amount of \$1,741,600, increasing the total contract not-to-exceed amount from \$1,732,912 to \$3,474,512, and extending the period of performance from June 01, 2023, to May 31, 2025;
- C. Modification No. 5 to Contract No. OP1246430003367, for Region 3 with

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Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro E Line (Expo), K Line (Crenshaw), future Airport Metro Connector (AMC) and various bus and rail locations within the geographical area specified in Region 3, to exercise the one, two-year option in the amount of \$1,847,152, increasing the total contract not-to-exceed amount from \$1,643,856 to \$3,491,008 and extending the period of performance from June 01, 2023, to May 31, 2025; and

- D. Modification No. 5 to Contract No. OP1246440003367, for Region 4 with Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro A Line (Blue), C Line (Green), J Line (Harbor Transit Way) and various bus and rail locations within the geographical area specified in Region 4, to exercise the one, two-year option in the amount of \$2,822,002, increasing the total contract not-to-exceed amount from \$4,233,003 to \$7,055,005 and extending the period of performance from June 01, 2023, to May 31, 2025.

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

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

**43. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE** [2023-0175](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the guidelines and project eligibility for Round 3 of the ExpressLanes Net Toll Revenue Allocations (Attachments A and D);
- B. APPROVING the Metro ExpressLanes Round 3 Net Toll Revenue Grant Applications (Attachments B and C); and
- C. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 and Round 2 Net Toll Revenue projects' lapsing dates by two years (Attachment E).

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- Attachments:**      [Attachment A - Round 3 Reinvestment Guidelines](#)  
[Attachment B - TU RI application](#)  
[Attachment C - SC AT application](#)  
[Attachment D - Project Eligibility Guidelines](#)  
[Attachment E - Net Toll Revenue Grant Project List](#)  
[Attachment F - ExpressLanes EFC Map](#)  
[Presentation](#)

**SUBJECT:      GENERAL PUBLIC COMMENT**

[2023-0279](#)

RECEIVE General Public Comment

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

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

Adjournment





**Board Report**

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**File #:** 2023-0278, **File Type:** Oral Report / Presentation

**Agenda Number:** 4.

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**REGULAR BOARD MEETING  
APRIL 27, 2023**

**SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

**RECOMMENDATION**

RECEIVE report by the Chief Executive Officer.

# Report by the CEO

## Item #4

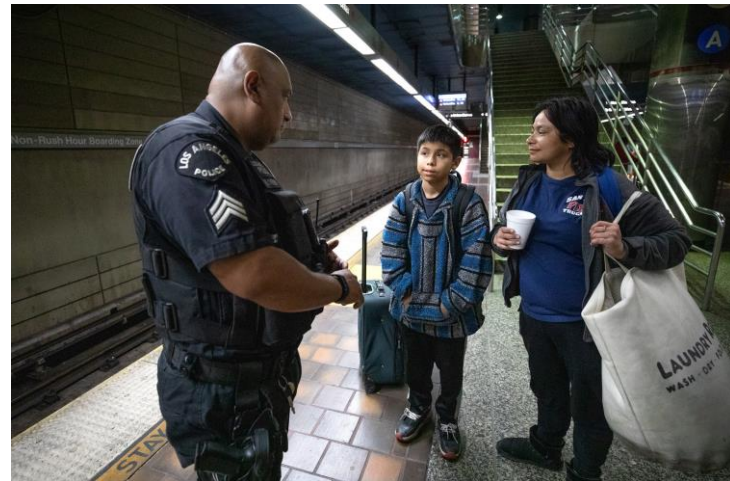


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CHIEF EXECUTIVE OFFICER

April 2023

# Public Safety on the Metro System



# Update on Homelessness Initiatives



## DHS at Westlake/MacArthur Park Station

- Twice a month

## Metro homeless outreach expanding from 8 teams to 16 teams

- New nonprofit partners in addition to PATH
  - Union Station Homeless Services,
  - LA Family Housing,
  - HOPICS,
  - LA Mission/Christ Centered Ministries,
  - LA Global Care

## March 2023 statistics:

- 1,093 people connected to services
- 15 people permanently housed
- 36 people placed in interim housing

April 2023



**Metro**

CHIEF EXECUTIVE OFFICER

# State and Federal Government Relations Update

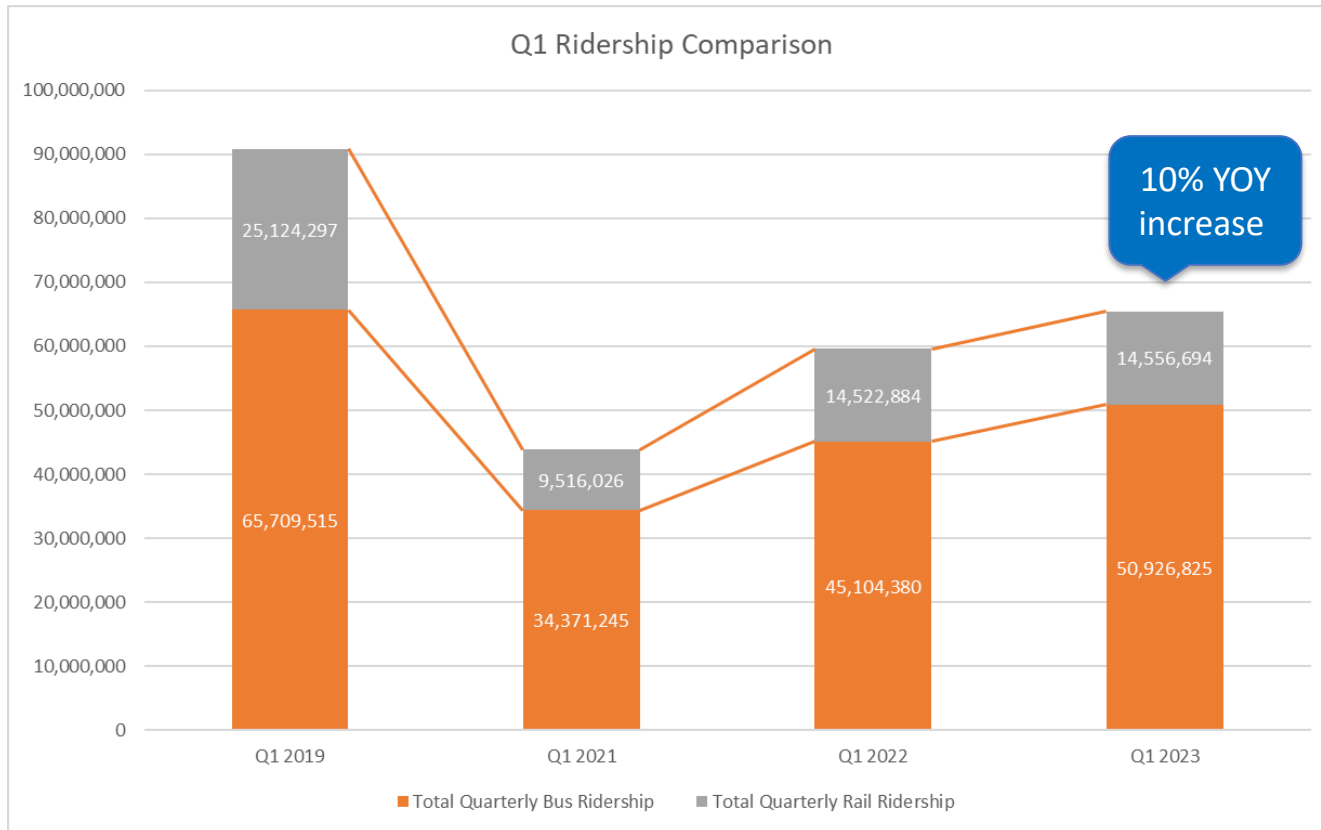


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April 2023

# Ridership Update



**Metro**

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April 2023

# Purple Line Extension Phase 3 Tunneling Update



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CHIEF EXECUTIVE OFFICER

April 2023

# April Commemorative TAP Cards



Asian Pacific American  
Heritage Month

**TAP Cards on Sale**

**April 28**

at Select Ticket Vending  
Machines and  
Metro Customer Centers



Jewish American  
Heritage Month

**TAP Cards on Sale**

**April 28**

at Select Ticket Vending  
Machines and  
Metro Customer Centers



Memorial Day  
**TAP Cards on Sale**

**May 19**

at Select Ticket  
Vending Machines and  
Metro Customer Centers



CHIEF EXECUTIVE OFFICER

April 2023



Thank you!



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CHIEF EXECUTIVE OFFICER

April 2023



Board Report

File #: 2023-0144, File Type: Motion / Motion Response

Agenda Number: 8.

**REVISED**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**APRIL 19, 2023**

**SUBJECT: STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING a report back on strategies to accelerate affordable housing within Metro joint development; and
- B. ADOPTING the Joint Development 10K Acceleration Strategies included as Attachment A.

**SOLIS AMENDMENT:** Provide a report in 120 days on opportunities to designate housing units, produced by the Metro joint development program or other appropriate mechanisms, for Metro workforce housing.

For the purposes of this amendment, Metro workforce housing is conceptually defined as housing affordable to and designated for individuals hired to perform work in essential roles for Metro transit system operations, maintenance, and/or construction.

The report should (1) propose a refined definition for Metro workforce housing based on local workforce needs and relevant research and (2) assess the feasibility of a pilot Metro workforce housing program.

**ISSUE**

At its February 2023 meeting, the Board of Directors (Board) approved Motion 2023-0125 by Directors Bass, Hahn, Najarian, Mitchell, Solis, and Krekorian requesting staff report back at the April meeting on a strategy to achieve 10,000 new housing units by 2031. The recommended strategies reduce the timeline for new joint developments from an average of 10 years to an average of five years.

**BACKGROUND**

In response to the countywide housing affordability crisis, the Board adopted an updated Joint

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Development (JD) Policy in June 2021 with particular focus on affordable housing. The Board further established a ten-year goal of completing 10,000 housing units, at least 5,000 of which will be income-restricted (the 10K Commitment) by 2031.

Staff obtained a \$1,600,000 grant in July 2021 from the Southern California Association of Governments (SCAG) to complete an in-depth consultant analysis of Metro's JD process and opportunity sites. The consultant developed recommendations to overcome existing hurdles to project delivery without sacrificing community input and quality projects. The recommendations were informed by review of development policies held by other agencies, discussions with key stakeholders, and interviews with JD staff, and build on input received through months of engagement for the JD Policy update including a virtual town hall, online surveys, and internal and external working groups.

The consultant team interviewed a wide range of developers including those that have responded to previous Metro solicitations and were selected to advance into negotiations; those that submitted but were not selected; for-profit and non-profit; small and large; local and national; as well as community-based development organizations (CBDOs) with specific ties to local neighborhoods or cultural communities. CBDO interviews were specifically focused on ensuring that new streamlined processes are as accessible and equitable as possible. Collectively, this feedback helped inform the JD 10K Acceleration Strategies that are included in Attachment A and discussed herein. The feedback received to date and additional outreach will continue to influence the standard operating procedures that will guide project and program implementation.

In October 2022, staff also launched the Metro Housing Lab, a pilot program serving as a proving ground for housing innovations that deliver units faster and cheaper by piloting innovative projects in housing design, finance, and construction. The Housing Lab is also pursuing Community Land Trust strategies in support of more equitable outcomes.

## **DISCUSSION**

The Joint Development 10K Acceleration Strategies center on equity and community engagement while accelerating the delivery of housing. Staff have identified a preliminary list of sites that are suitable for development and will be available in the timeframe required to meet the 2031 deadline (the 10K Site List). Those sites are listed in Attachment B and are subject to change based on further due diligence with Metro departments and stakeholders, including local jurisdictions. Six of the twenty sites identified are located in Metro Equity Focus Communities (EFCs), and another seven are adjacent to an EFC.

Recent changes to the State's Surplus Land Act (SLA) stipulate specific processes for disposing of publicly owned properties in order to prioritize such property for affordable housing. All sites developed in support of the 10K Commitment will comply with the SLA. Each site will be designated to be either a 100% affordable project or a mixed-income project with at least 300 units and at least 25% affordable units (or such criteria that is consistent with certain prescribed uses of publicly owned properties that qualify for streamlined compliance as set forth in the Act, as amended from time to time). As required by SLA, a future Board resolution would declare the properties "exempt surplus," and the resolution would be delivered to the State of California Department of Housing and

Community Development (HCD).

In March 2023, the Federal Transit Administration (FTA) issued guidance intended to provide clarity on an asset disposition option under the National Defense Authorization Act (NDAA) for fiscal year 2022. Under the new provision, FTA may authorize the transfer of land acquired with Federal assistance, but no longer needed for the originally authorized purpose, to a local governmental authority, non-profit organization, or other third-party entity if, among other factors, it will be used for transit-oriented development and includes affordable housing. The new rules do not change the process and FTA requirements for Joint Development but signal the federal government's shared commitment to making land available for transit oriented development and affordable housing.

*Request for Qualifications for Bench of Developers*

Currently, each joint development site is procured separately, which lengthens the amount of time for delivery and requires extensive staff time. In order to improve the delivery process, staff propose to release a request for qualifications (RFQ) to establish a bench of developers, including CBDOs, eligible to propose on the 10K Site List. The RFQ would require proposer teams to submit their experience and credentials but would not require site-specific visioning or analysis. Metro would reserve the right to supplement the bench at its discretion, if necessary, and additional sites would be issued under future solicitations to ensure that developers continue to have an opportunity to participate.

Metro would kick off the 10K Commitment effort with a regional community meeting housing education event, an industry forum for affordable and mixed-income developers and building partnerships events designed to increase participation among Metro Small Business Enterprises (SBEs), Disadvantaged Business Enterprises (DBEs), Disabled Veterans Business Enterprises (DVBES), and Minority and Women Business Enterprises; community-based organizations (CBOs); and CBDOs. CBOs could partner with developers (including CBDOs) on proposals to add local knowledge, organizing, outreach or other expertise to the team. The RFQ will be distributed to the HCD list of interested developers as required by the SLA, as well as the Metro JD interest list, and the development community at-large to ensure competitive opportunity for all interested developers.

The SCAG grant has also funded a community engagement consultant that is undergoing an effort to specifically engage CBDOs. The working definition of a CBDO is a non-profit housing developer with a commitment to a specific community and a stated intention of generating community scale outcomes including but not limited to building wealth, increasing economic stability, improving health, and advancing equity. The consultant is vetting this definition through interviews with CBDOs and is creating a database of potential CBDO partners which will include information on geographic areas of service and mission focus. Any CBDO will be eligible to propose on the Bench RFQ and outreach efforts will encourage CBDOs to apply. The RFQ application will be straightforward, and the evaluation criteria will award points for experience with community-serving projects.

The shortlisted bench of developers would be approved by the Board and subsequently invited to respond to focused, site-specific requests for proposals (RFPs) with clearly defined development criteria specific to each site. The RFPs would be informed by discussions with local jurisdictions and include community criteria for development; communities would have the opportunity to comment on developer proposals at an open house convened during the selection process.

In total, refinements to the solicitation process are anticipated to result in at least six-months of time savings for each site.

*Focus Community Education and Engagement*

JD staff are working with an outreach consultant and Metro's Community Relations and Marketing teams to create targeted messaging around the regional housing crisis and how the 10K Commitment addresses it. Outreach will begin at a regional level and will continue at site-specific levels in preparation of the RFP for each site.

Metro will engage with communities on a site-specific basis so that the parameters for influencing a project outcome are clearer from the outset. Advanced site analysis will be performed by Metro to inform that discussion with communities. As discussed above, JD sites will be pursued either as a mixed-income project with at least 300 units and at least 25% affordable units or a 100% income-restricted project. In advance of community dialog, staff would perform market and demographic analysis, and land use research to establish the number and affordability level of units that are likely to be realized at the site. Rent levels would be informed by Neighborhood Area Median Income to help ensure housing will be accessible to existing community members, and outreach would be conducted to local community members for housing opportunities in new units.

Communities would be able to focus input on community needs which may be addressed in the building design, ground floor uses, surrounding open space, landscaping, and other amenities-aspects of the projects that are most flexible and able to support community interests. This focused outreach approach will result in significant time savings and allow direct conversations between the developer and the community to begin sooner in the process.

Consistent with the updated JD Policy, the process would allow communities to provide input into the criteria for selecting a development team/proposal. In addition, Metro would share developer proposals for each JD site with the public at community open houses.

Local jurisdictions will continue to have land use authority, providing opportunity for community input and approvals through each phase of the local entitlement process.

*Invest in Making Sites Development-Ready*

Some JD sites are encumbered by existing infrastructure, parking, environmental conditions, and/or lack basic infrastructure necessary for development. Metro can significantly accelerate the delivery of housing by conducting demolition and environmental remediation; upgrading basic site infrastructure; and constructing replacement parking without waiting for the solicitation of a developer. Though this requires upfront Metro investment, the expenditure would reduce development risk and increase the value of the property. The investment in site readiness will reduce developer lead times by as much as two years. The Cost Center Manager and Chief Planning Officer would be responsible for budgeting for anticipated site preparation costs in future years subject to funding availability and annual programming, noting some costs may be eligible for grant funds and/or creative forms of public financing.

*Standardize and Streamline Exclusive Negotiation Agreements (ENAs)*

The longest phase of the joint development process is the negotiations phase. Currently, once a developer is selected, staff seek Board authorization to enter into an ENA with the selected developer. Once the Board has approved the selection and the ENA is executed, the developer initiates developer-led outreach, refines the project design, secures entitlements, negotiates Joint Development Agreement (JDA) and Ground Lease terms with Metro, and identifies financing sources to construct the project. Recent changes in state and local laws and policy designed to accelerate the delivery of affordable housing near transit have significantly shortened the time required to secure project entitlements. Thus, the opportunity exists to accelerate the remaining tasks to be completed during the ENA phase.

Staff will standardize ENA, JDA and Ground Lease documents to establish a level playing field, minimize negotiation time, and provide clarity, certainty and mutual accountability for both Metro and developers. The standardized ENAs would only be entered into within a menu of Board-approved terms and with qualified developer partners approved by the Board.

The Board would be notified of developer selection, project proposals, and other significant project milestones on a periodic basis. In addition, the Board and the public will have access to a real-time online dashboard, to be launched this summer. Once the project entitlements are in place, staff would return to the Board for approval of terms for a JDA and Ground Lease.

#### *Collect ENA Fee (in place of deposit)*

Currently, staff ensure that certain Metro costs incurred as a result of reviewing project designs and document are reimbursed by tracking, reporting and invoicing costs to the developer. Going forward, staff will require a flat fee from developers based on upon historical and projected costs to cover Metro's costs throughout the term of the ENA. This will relieve staff of the administrative burden and time required to track expenditures of developer deposits. Any extensions to the term of an ENA will require additional fees.

#### *Simplify Design Review*

Metro's current process for reviewing the design of proposed projects is time-consuming for both staff throughout the agency as well as developers and their architects. The process creates the opportunity for subjectivity and communication and coordination challenges among legitimate, competing interests. Under the streamlined process, design criteria would be objective and specifically articulated in RFPs. Communities would provide input into architectural style at the RFP and developer selection phases, and designs would be subject to local entitlement processes. Metro design review would be limited to the areas of design that directly impact Metro facilities and patrons. A checklist of design requirements would clarify requirements to developers, inform Metro review, and streamline internal distribution resulting in quicker review times.

#### *Establish Interdepartmental Task Force*

Staff would establish a Program Charter that would identify and empower a task force of dedicated department representatives charged with expediently and decisively resolving design and construction issues as they arise which can result in significant time reductions. At a minimum, Program Management, Operations, Customer Experience and Planning departments would all serve on the task force. The task force could ensure that the criteria for development are clear at the outset and could continue to coordinate as the design progresses into construction, to ensure the protection of Metro infrastructure and the safety of Metro patrons.

### *Resource Joint Development to Meet Targets*

Given the influx of sites and the acceleration of delivery required to meet the 10K Commitment, the existing staff and consultant resources will be insufficient to achieve the Board mandate and produce the housing units required. Staff will request additional headcount through the annual budget process beginning with the upcoming FY24 budget request.

### Housing Lab Update

In addition to, and in support of, the 10K Commitment, the Metro Housing Lab has been set up to simultaneously pilot non-traditional approaches to construction, finance, design and operations of both permanent income-restricted housing. Since its launch last year, the Housing Lab has undertaken the following:

- Selected a Senior Fellow to serve as the Lab's principal investigator.
- Outlined a Community Land Trust (CLT) strategy that will include recommendations to support the formation of CLTs and recommendations to pilot the conversion of naturally occurring affordable housing to a CLT.
- Confirmed the legal and technical path for providing Metro employee and contractor housing.
- Explored the use of innovative public and private financing mechanisms such as the US Department of Transportation's "TIFIA" low-interest loan program and Opportunity Zones to broaden the capital sources available to support income-restricted housing development near transit.

### **EQUITY PLATFORM**

The 10K Commitment will facilitate the development of affordable housing and market rate housing and other public benefits such as transit investments, first-last mile improvements, community open space, community rooms, and urban greening. Regionally, development of housing for all income levels is essential to alleviating a housing shortage that disproportionately and negatively impacts all categories of disadvantaged communities including Black indigenous people of color, people with low-incomes, people with disabilities, and Transition Aged Foster Youth (TAY). Roughly 1/3 of the homeless in LA are former foster youth between the ages of 16 and 24 years old. Los Angeles County Foster Care is the largest system in the country and foster youth are more likely to become homeless, die or be sex-trafficked than go to college. Acceleration of affordable housing under this strategic plan will increase opportunities to serve at-risk populations such as these.

Affordable housing, which will be delivered as part of the 10K Commitment, directly benefits low-income households. In some instances, delivery of market rate or affordable housing will accompany neighborhood change that may be felt most acutely and negatively by marginalized and vulnerable populations immediately surrounding the project sites. The new recommendations seek to limit the disruptive impacts of new housing such as displacement while delivering new affordable units throughout the County and prioritizing those areas that are most in need. The recommendations build upon a months-long effort to update the JD Policy using extensive outreach and engagement that engaged over 300 individuals. The Policy and recommendations contained herein have been informed by a virtual town hall event, online surveys, internal and external working groups, community-based development organization interviews, and extensive input from staff.

## **DETERMINATION OF SAFETY IMPACT**

The recommendations will have no impact on safety.

## **FINANCIAL IMPACT**

The recommendations contained within do not have a direct financial impact, however, implementation of the acceleration strategies and fulfilling the 10K Commitment require an investment of resources. Upfront investment in staffing, site preparation, and consultant services will be required, but partially or completely recovered over time with revenue from developer fees and ground lease payments.

### **Impact to Budget**

There will be no impact to the FY2023 Budget. The Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years subject to annual programming.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendations support Goal 3 of the Strategic Plan: to enhance communities and lives through mobility and access to opportunity by activating several transit-oriented communities with catalytic development projects which will bring housing, jobs, and services to neighborhoods across the Metro system and Los Angeles County at large.

## **ALTERNATIVES CONSIDERED**

The Board could defer or deny approval of the recommendations. This is not recommended as it would be unlikely Metro could meet the 10,000-unit mandate by 2031 and it would constrain Metro from contributing to urgent solutions to the regional housing shortage.

## **NEXT STEPS**

Upon approval of the recommended actions, staff will release community education materials on Metro's strategic plan to fulfill the 10K Commitment. Staff will also continue to perform due diligence to finalize the list of 10K Sites, including additional vetting with Metro departments and external stakeholders, including local jurisdictions.

Continued outreach and an industry forum will inform the release of an RFQ for a bench of qualified developers. The RFQ will be distributed to the Metro JD developer interests list, the development community at-large, and the HCD list of interested affordable developers.

Staff will return to the Board in fall 2023 with the list of recommended developers, the terms of the standardized ENA, the proposed portfolio-wide design criteria, and a resolution declaring sites "exempt surplus land." Staff will provide periodic updates to the Board as well as to the public via an online dashboard of joint development projects.

## **ATTACHMENTS**



Attachment A - Joint Development 10K Acceleration Strategies

Attachment B - Preliminary Joint Development 10K Site List

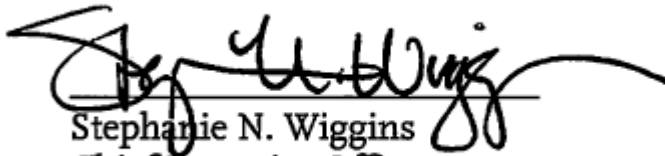
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Stephanie N. Wiggins  
Chief Executive Officer

## Joint Development 10K Acceleration Strategies

### 1. Accelerate Developer Selection Process

- a. Issue Request for Qualifications (RFQ) for bench of Developers
- b. Host industry forum to collect input and answer questions related to the RFQ
- c. Distribute the RFQ to the State Housing and Community Development Department developer interest list, Metro Community-Based Development Organizations and developer lists, Metro vendor portal, and in local and trade publications.
- d. Developer bench selected through robust Proposal Evaluation Team with involvement from internal and external participants
- e. Biannual audit of Joint Development solicitation processes
- f. Adopt Surplus Land Resolution (future) declaring 10K sites exempt surplus
- g. Targeted outreach to encourage participation among CBDO
- h. Host Building Partnerships events to encourage partnership opportunities between developers, Small Business Enterprises, Community Based Organizations, etc.  
Standardize site-specific Request for Proposals (RFP) and include technical criteria, community criteria, estimated unit count, and affordability requirements

### 2. Focus Community Education and Engagement

- a. Conduct Regional outreach and education
- b. Use advanced site analysis to inform outreach and focus community input
- c. Community will provide feedback on ground floor/open space uses
- d. Coordinate with local jurisdictions on land use, zoning, and site expectations
- e. Standardize outreach process and materials
- f. Establish dashboard to inform Board and public of progress
- g. Include a community member on RFP evaluation committees
- h. Host open house to exhibit developer proposals
- i. Specify required developer outreach throughout development phases

### 3. Create Development-Ready Sites

- a. Verify locations of existing Metro infrastructure before RFP
- b. Coordinate with local jurisdictions to advance site entitlements

### 4. Simplify Design Review

- a. Develop universal development guidelines with objective design criteria
- b. Standardize design review process
- c. Create clear criteria review timeframes for Metro review of construction workplans

### 5. Resource the Agency to Meet Targets

- a. Establish Interdepartmental Task Force to advance projects through review

- b. Create Program Charter to clarify roles and expectations among Metro departments
- c. Right-size staffing and consultant resources to accelerate delivery

**6. Standardize Negotiations Process**

- a. Adopt template ENA to be executed with qualified developers on 10K Sites
- b. Create standardized menu of options and terms for Term Sheet, Joint Development Agreements and Ground Leases
- c. Set lease prices based on land value and discounts for community benefits s.
- d. Collect developer fee (instead of deposit) to reduce administrative burden

## Preliminary Joint Development 10K Site List

Site	Address	City	Line	Equity Focus Community	COG	Supervisorial District	LA City Council District
17th St/ SMC Station	1619 17th St	Santa Monica	E Line (Expo)		Westside Cities	3	n/a
103rd St/ Watts Towers Station	10305 Grandee Ave	Los Angeles	A Line (Blue)	EFC	n/a	2	15
1940 CPE	1940 Century Park East	Los Angeles	D Line (Purple) Extension		n/a	3	5
Artesia Station	1920 S Acacia Ave	Compton	A Line (Blue)	EFC	Gateway Cities	2	n/a
Aviation/ Century Station	5601 W Century Blvd	Los Angeles	K Line (Crenshaw)	EFC	n/a	2	11
Balboa/ Victory	16851 Victory Blvd	Los Angeles	G Line (Orange)	EFC Adjacent	n/a	3	6
Canoga Park Station	6620 Canoga Ave	Los Angeles	G Line (Orange)	EFC Adjacent	n/a	3	3
El Segundo Station	2226 E El Segundo Blvd	El Segundo	C Line (Green)		South Bay Cities	2	n/a
Fairview Heights	1119 E Redondo Blvd	Inglewood	K Line (Crenshaw)	EFC Adjacent	South Bay Cities	2	n/a
Florence Station	1720 E Florence Ave	Florence-Firestone Community (Unincorporated)	A Line (Blue)	EFC	Gateway Cities	2	n/a
Heritage Square Station	Cypress Park	Los Angeles	L Line (Gold)	EFC	n/a	1	1
Pickle Works	1001 E 1st St	Los Angeles	Other Metro Property	EFC Adjacent	n/a	1	14
Sepulveda Station	6127 Sepulveda Blvd	Los Angeles	G Line (Orange)	EFC Adjacent	n/a	3	6
Temple/Beaudry Bus Layover	1113 W Temple St	Los Angeles	Other Metro Property	EFC	n/a	1	1
Universal City/Studio City Station	3906 Willowcrest Ave North	Los Angeles	B Line (Red)		n/a	5	2
Wilshire/ Crenshaw	675 Crenshaw Blvd	Los Angeles	D Line (Purple) Extension	EFC Adjacent	n/a	2	5
Wilshire/ La Brea	711 S La Brea Ave	Los Angeles	D Line (Purple) Extension		n/a	2	5

Note: Additional sites may become available upon completion of acquisition for the Foothill Extension of the L Line (Gold).



**We're supporting thriving communities.**

**STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING**

**April 2023**



**Metro**

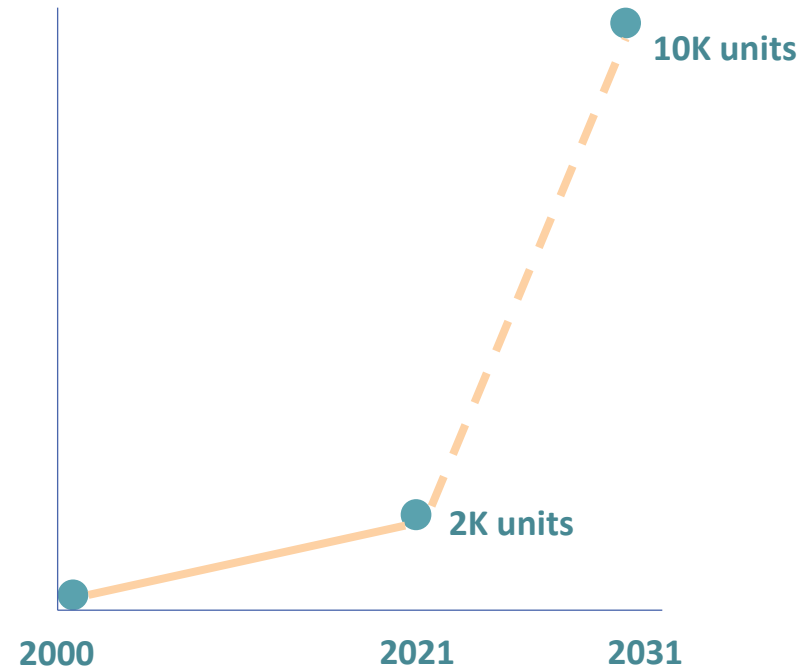
# Board Actions

- A. RECEIVE AND FILE report back on strategies to accelerate permanent affordable housing within Metro joint development.
- B. ADOPT the Joint Development 10K Acceleration Strategies included as Attachment A.

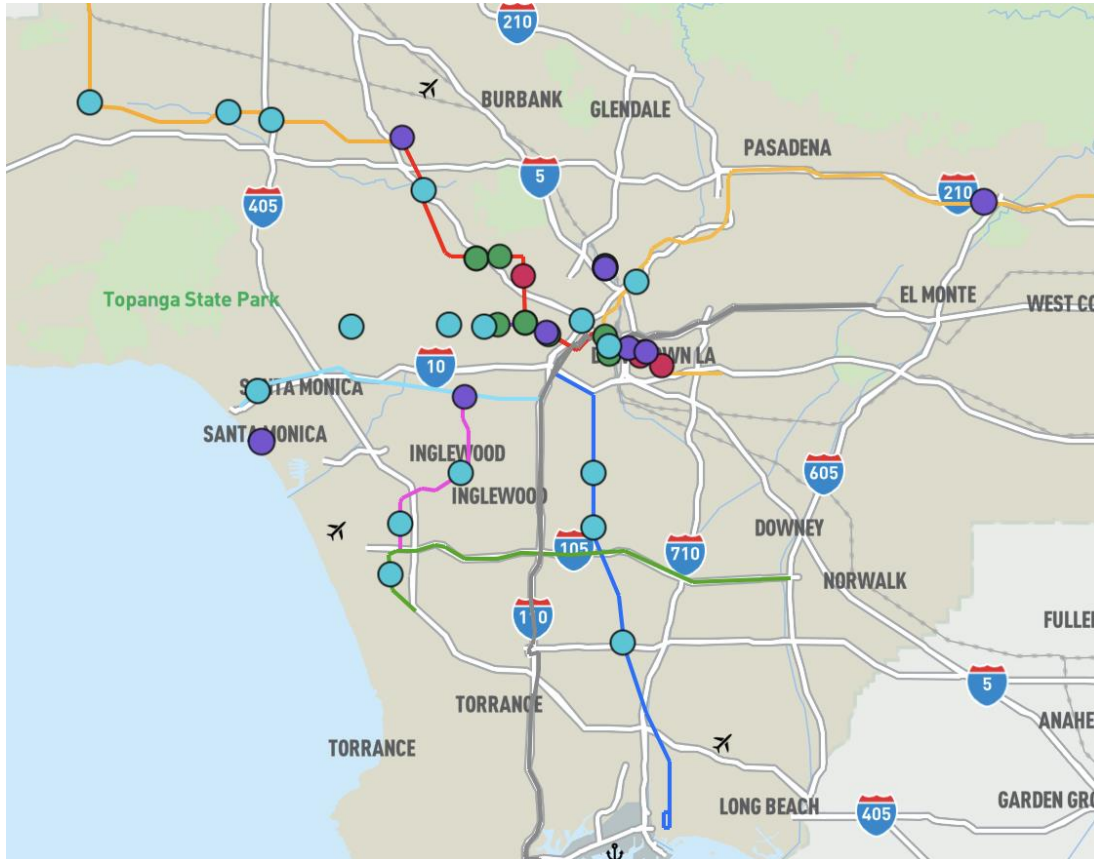


# Joint Development Background

- > **2021:** JD Policy updated to prioritize *building as much housing as possible, as soon as possible, for those who need it most*
- > **2021:** Metro Board directed staff to achieve *10,000 units by 2031, 5,000 of which to be income-restricted*
- > **2022:** Staff secured grant funding and consultant work
- > **2023:** Staff and consultant identified potential sites *and crucial process recommendations*
- > **KEY FINDING:** In order to grow the Joint Development portfolio to 10,000 units by 2031, *the rate of JD project delivery must increase **tenfold***



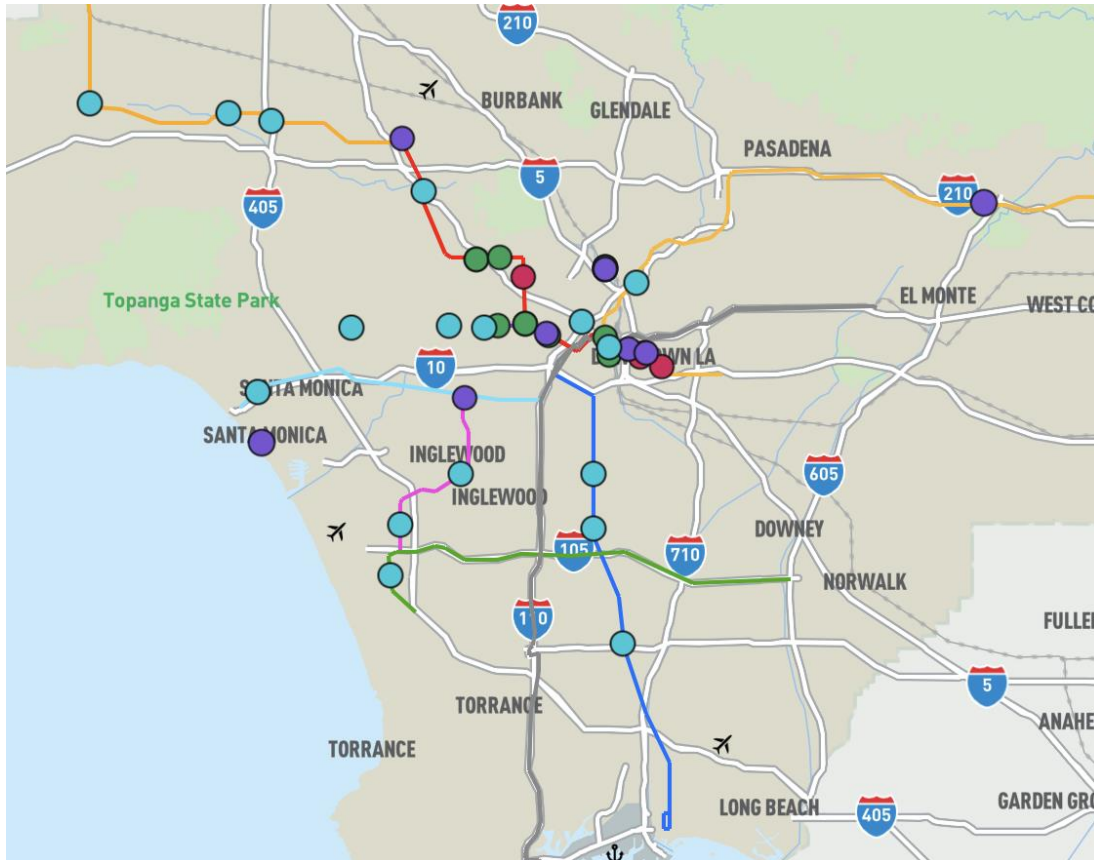
# Joint Development Sites: Past, Present and Future



	UNITS	total	affordable
	● COMPLETED	2,221	793
	● CONSTRUCTION	377	373
	● NEGOTIATION/RFP	3,096	1,340
	● PIPELINE	4,306	2,494
	<b>TOTAL</b>	<b>10,000</b>	<b>5,000</b>



# The 10K Sites



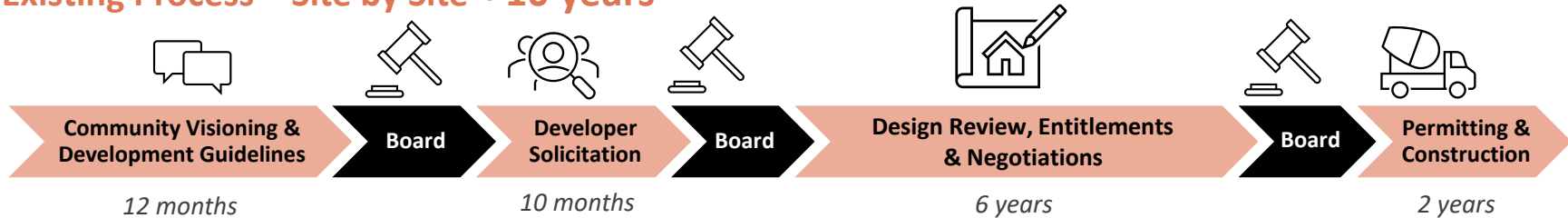
## PRELIMINARY 10K SITE LIST

- Artesia Station
- Wilshire/Crenshaw
- Florence Station
- Heritage Square Station
- Balboa/Victory
- Wilshire/La Brea
- Fairview Heights
- 17th St/SMC Station
- Sepulveda Station
- Canoga Park Station
- 1940 Century Park East
- Pickle Works (Arts District)
- Universal City/Studio City
- 103rd St/Watts Towers Station
- El Segundo Station
- Aviation/Century Station
- Temple/Beaudry Bus Layover

*Additional sites may be added upon completion of the Foothill Extension of the L Line (Gold).*

# Process Improvements

## Existing Process – Site by Site ≈ 10 years

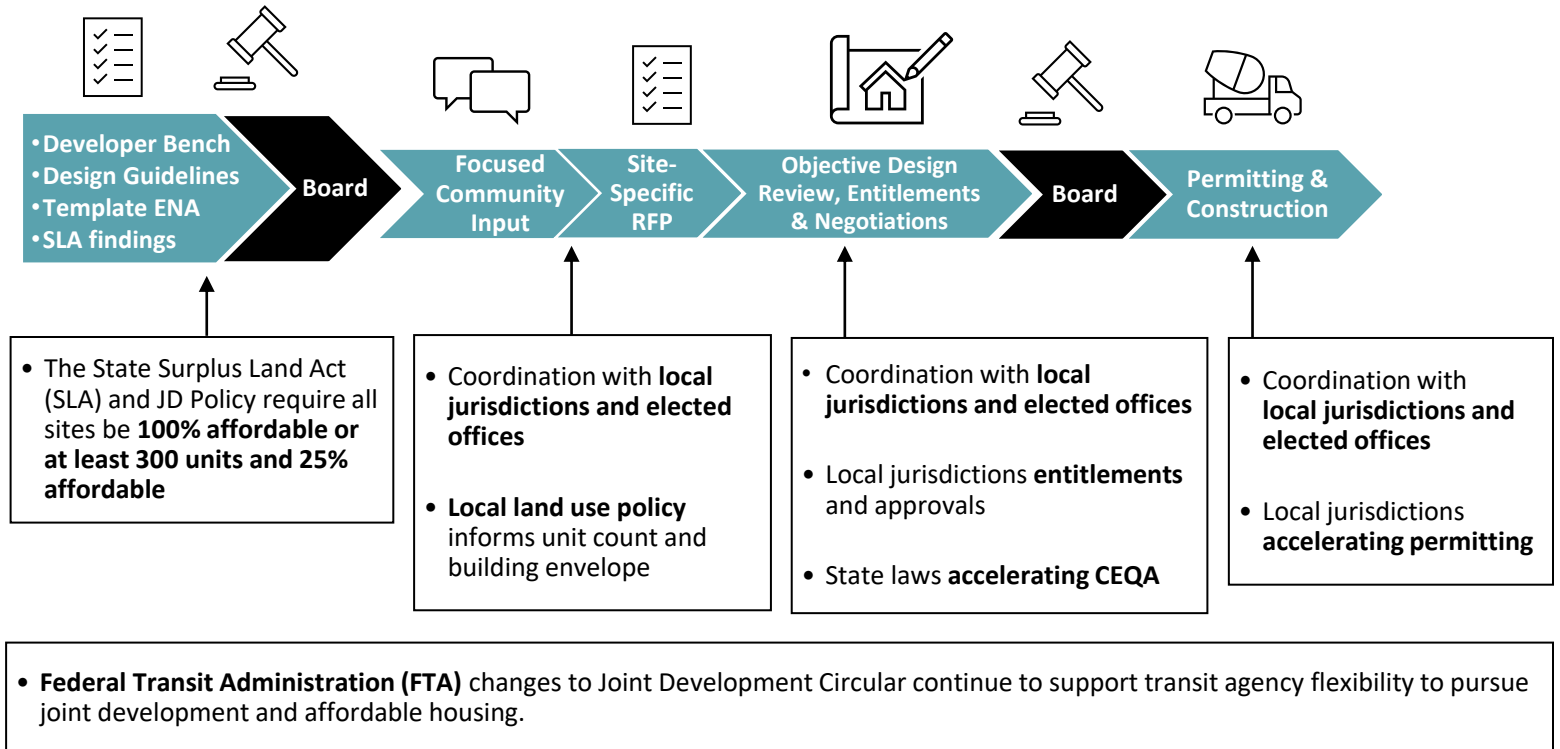


## Proposed Process – Programmatic Approach ≈ 5 years



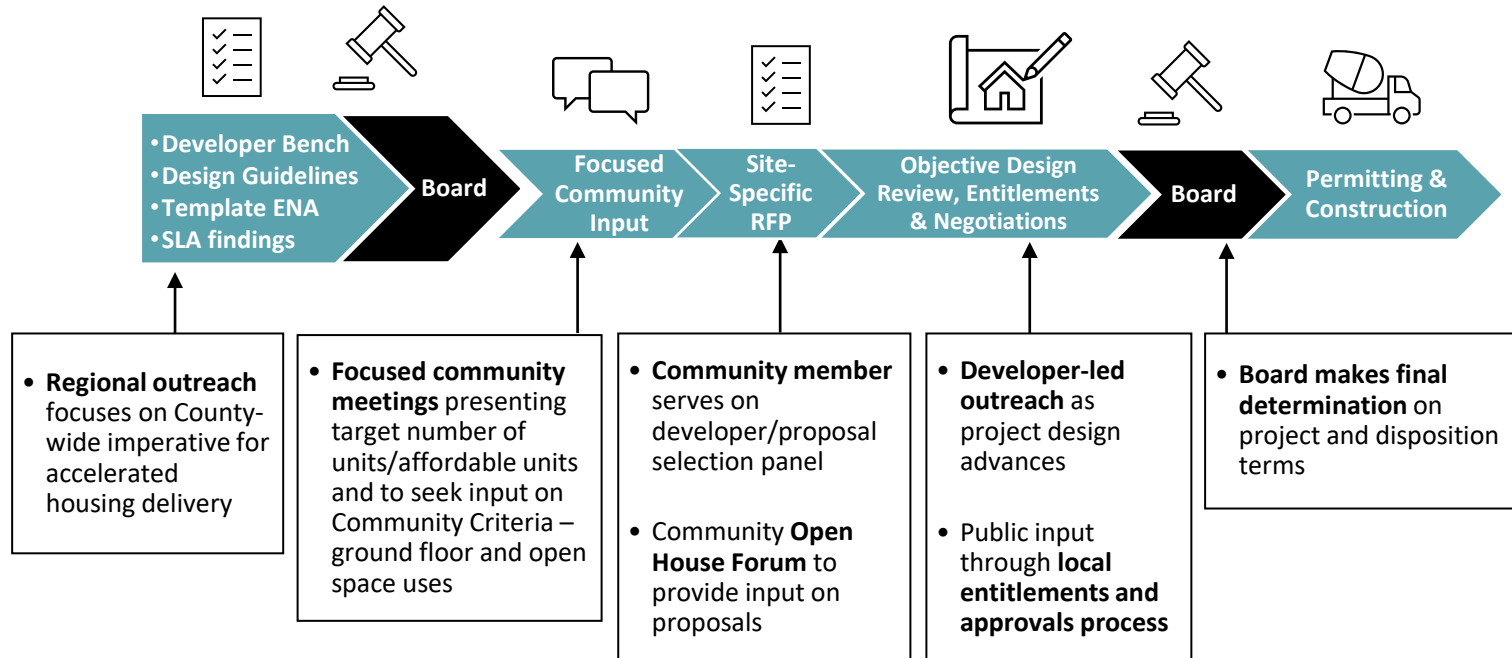
# Agency Partners

## Early and continuous coordination with local jurisdictions to ensure local support



# Community Engagement

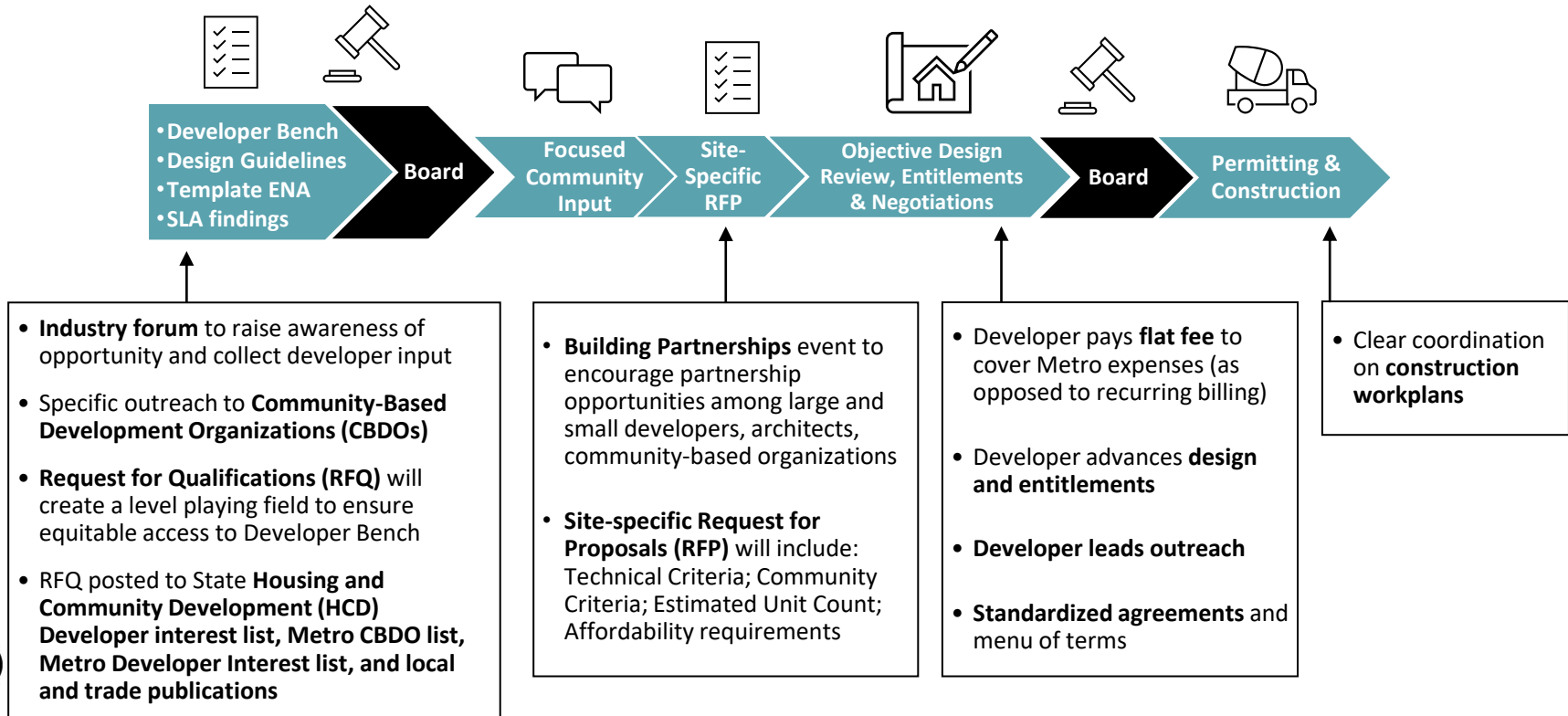
Commitment to transparency and meaningful community input throughout the process.



Public-facing continuously updated **dashboard** reporting on project status and milestones

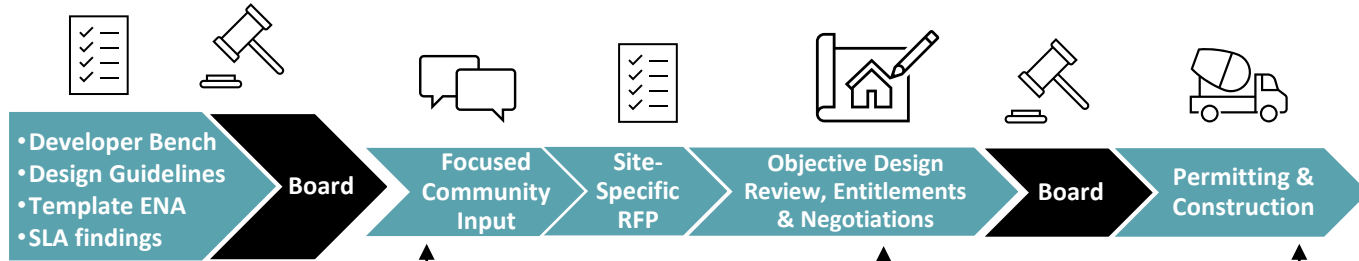
# Developer Participation

Ensure opportunity, clarity and certainty for developer partners.



# Internal Processes

Simplify, standardize and streamline internal processes to accelerate project delivery.



- **Developer Bench** selected through robust evaluation panel with involvement from internal departments and external participants

- **Standardize outreach** materials to create consistent and efficient engagement across all sites
- **Site-specific analysis** to determine number of units and affordability

- **Intra-agency Development Task Force** to accelerate design review and infrastructure coordination
- **Program Charter** to clarify roles and expectations
- **Standardized design review** according to objective design criteria

- Clear coordination on **construction workplans**

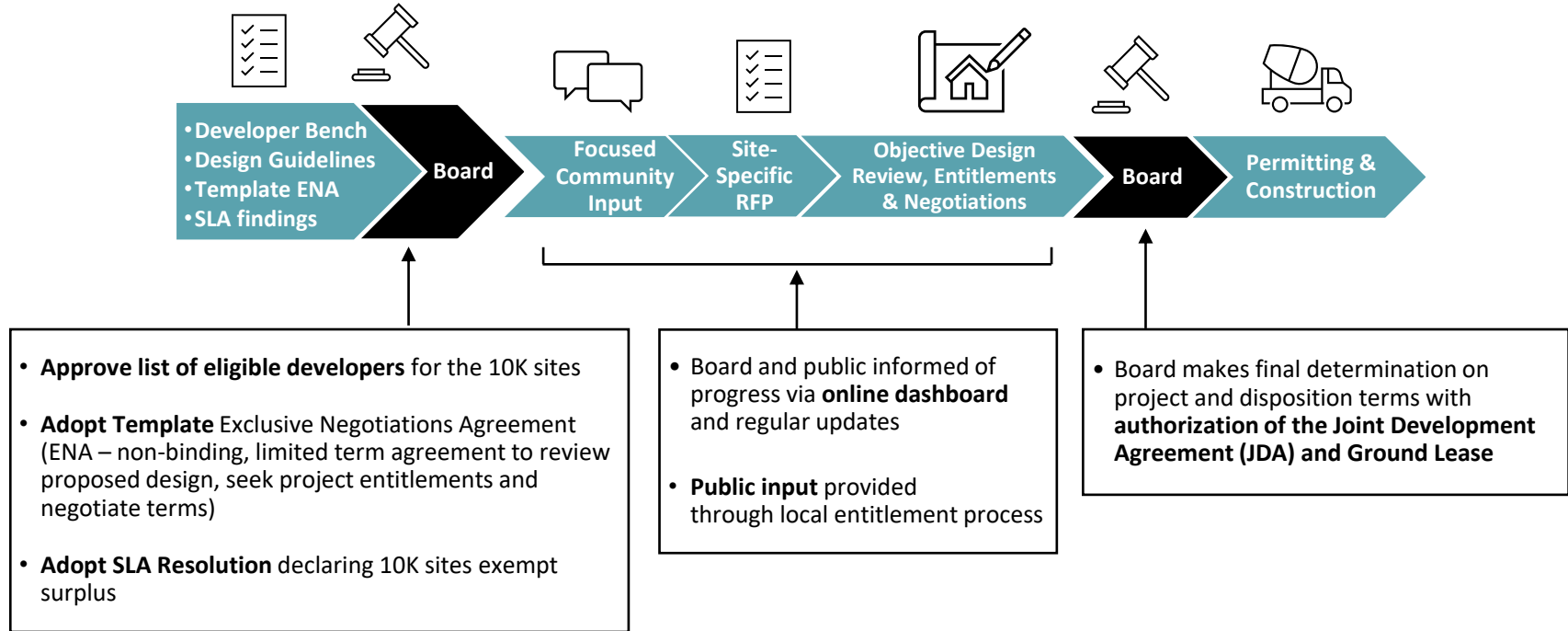
- **Create development-ready sites** to accelerate project delivery including advanced environmental remediation and infrastructure investment
- **Biannual audit** of developer and proposal solicitation processes

- Secure **additional staffing resources**



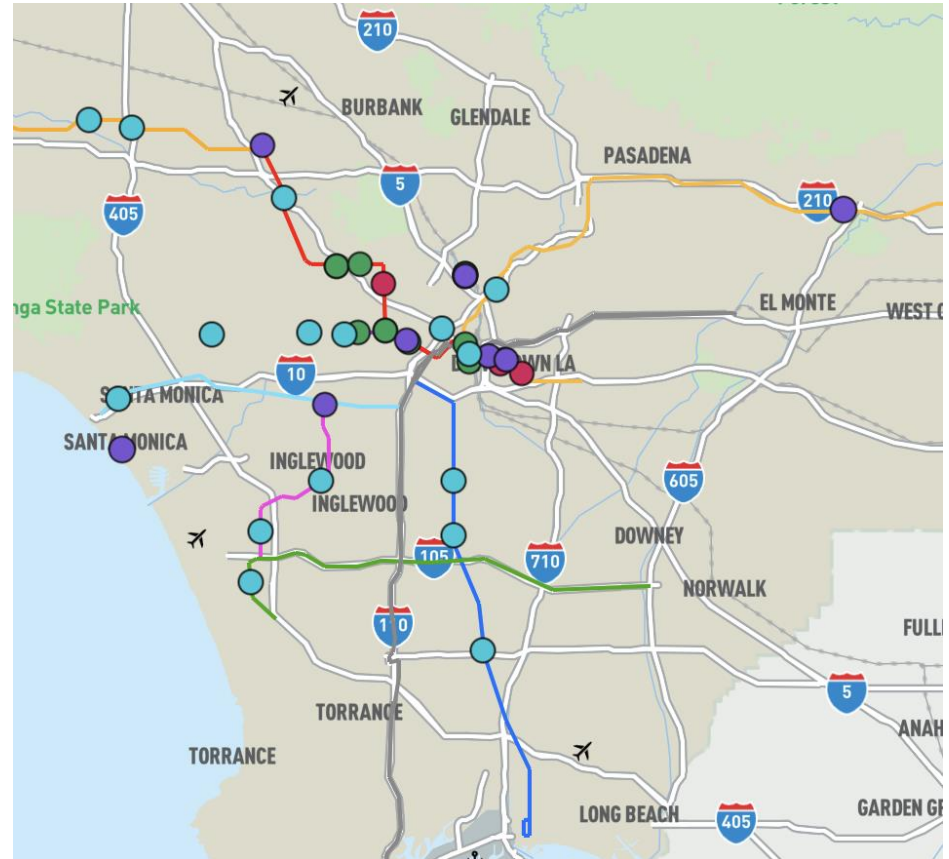
# Board Approvals and Agreements

## Continued transparency and oversight.



# Next Steps

- **Coordinate with local jurisdictions and elected offices** on 10K site analysis
- **Begin regional outreach** to focus on Countywide imperative for accelerated housing delivery
- **Host Industry Forum** to raise awareness of opportunity and collect input from developers
- **Continue specific outreach to Community-Based Development Organizations (CBDOs)**
- **Issue Request for Qualifications** to establish Developer Bench
- **Return to Board in fall** with recommended Developer Bench, Standard ENA Template, Objective Design Criteria, and a resolution to declare 10K sites exempt surplus land





**Board Report**

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**File #:** 2023-0002, **File Type:** Informational Report**Agenda Number:**

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
APRIL 19, 2023****SUBJECT: FARE CAPPING MARKETING UPDATE, CASH TO TAP CONVERSION UPDATE  
AND CAL-ITP OPEN PAYMENT EFFICACY****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on TAP updates about Fare Capping Marketing, Cash to TAP Conversion and the review of CAL-ITP open payment.

**ISSUE**

This report provides updates on the comprehensive fare capping marketing plan and the market research efforts underway that support the conversion of cash customers onto TAP.

This report also includes an update on discussions with Caltrans about the benefits of the California Integrated Travel Project (Cal-ITP).

**BACKGROUND**

In March 2021 ([File ID 2020-0704 <https://boardagendas.metro.net/board-report/2020-0704/>](https://boardagendas.metro.net/board-report/2020-0704/)) the Board of Directors approved moving forward with a fare capping pilot. In June 2022, staff provided an update on the fare capping timeline ([File ID 2022-0351 <https://boardagendas.metro.net/board-report/2022-0351/>](https://boardagendas.metro.net/board-report/2022-0351/)), and in September 2022, an oral report, Fare Capping Update ([File ID 2022-0664 <https://boardagendas.metro.net/board-report/2022-0664/>](https://boardagendas.metro.net/board-report/2022-0664/)), was presented to the Board. This prompted a discussion about the importance of a comprehensive marketing and outreach plan to launch fare capping, including a directive to do a deep analysis into understanding cash paying riders and to ensure that TAP is easily accessible to non-English speaking riders. In November 2022, ([File ID 2022-0813 <https://boardagendas.metro.net/board-report/2022-0813/>](https://boardagendas.metro.net/board-report/2022-0813/)) staff provided updates on the multi-phase regional marketing campaign to convert cash paying riders to TAP. The update also included plans to conduct market research to understand the cash paying rider. Efforts to grow the TAP vendor network in Spanish markets and non-English speaking communities and increase TAP card accessibility through the distribution of free TAP cards were also reported. In December 2022, the Board of Directors approved the simplified fare change proposal (see Attachment A - Metro Fare Change Summary) to be implemented Summer 2023, parallel to fare capping.

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## **DISCUSSION**

Fare capping is a new way to pay on Metro bus and rail that is equitable and offers all Metro riders, including low-income and disadvantaged riders, the opportunity to benefit from frequent ridership. With fare capping, passes are replaced with Stored Value and customers pay per ride while earning free unlimited rides for 1-Day and 7-Day time periods without the burden of upfront costs. This equitable way to pay fare ensures riders only pay for rides taken while always paying the lowest fares. Since fare capping requires a TAP card, customers who pay with cash will not be able to take advantage of fare capping benefits. The updates below outline the efforts that have been taken and are underway to better understand our cash paying customers to meet their needs more effectively in preparation for fare capping.

In response to the discussion at the December 2022 Board meeting, the following provides an update on:

1. **Cash and TAP use on Metro Bus & Rail and 2022/National Transit Agency Trends** - a review of baseline data to examine the decrease in cash use and increase in TAP use
2. **Market Research to Better Understand the Cash Customer** - results from cash and TAP fare payment survey, in depth interviews, focus groups, and Bus Operator training and surveys
3. **Cash to TAP Conversion Efforts** - a review of the Cash to TAP marketing campaign, and free TAP card giveaways
4. **Fare Capping and Fare Change Marketing Strategy** - update on A/B message testing and progress on creative concepts and strategies, Reduced Fare and LIFE program promotion, TAP User Experience/User Interface updates and Training and Outreach
5. **TAP Card Accessibility** - TAP vendor network update
6. **Cal-ITP Open Payment Solution** - exploration of implementation model for LA Metro and the TAP regional partner agencies

### 1. CASH AND TAP USE ON METRO BUS & RAIL IN 2022/NATIONAL TRANSIT AGENCY TRENDS

Key findings:

- Throughout 2022, TAP use increased by approximately 8% on Metro Bus and Rail
  - This increase may be attributed to fare resumption, increase in LIFE enrollment and adoption of GoPass
- 43% of Metro bus boardings are paid with cash compared to 21% of national bus boardings (Metro Transit Report, 2022; APTA, 2017)

For more details, refer to Attachment B - Cash and TAP Use on Metro in 2022.

### 2. UNDERSTANDING THE CASH CUSTOMER

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Staff developed and executed a research plan to understand cash and TAP-paying riders: who they are, their attitudes, barriers, and motivations.

Key findings include:

- The demographic composition of Metro’s rider base drives high cash usage.
  - Nationally, being unbanked or underbanked is a significant driver of cash usage (FDIC, 2017).
  - 64% of LA Metro bus riders are unbanked or underbanked (Metro Fare Payment Survey, 2022) compared to just 20% of Los Angeles residents and 19% of US residents, per FDIC (2021).
  - Relative to other U.S. transit agencies, Metro has more bus riders who earn less than \$35,000 household income (an estimated 80% vs 50% for U.S. public transit commuters) and have low English proficiency; traits associated with being unbanked and high cash usage (LA Metro CX Survey 2022; American Communities Survey, 2021)
- 33% of Metro bus riders are cash-dominant, meaning they use cash for most of their bus boardings
- Cash-dominant riders report they use cash because:
  - They already have cash and use cash for most of their purchases (80%)
  - They’d have to go out of their way to get a TAP card or load fare (66%)
  - They’d rather not put money on a TAP card because they might need it for something else (62%)
  - They are worried about losing money if they lose their TAP card (62%)
  - They don’t know enough about TAP or how to use it (52%)
  - They don’t think they ride Metro often enough to benefit from TAP (48%)
  - TAP instructions are not in their native language (mainly Spanish) (28%)
- TAP-dominant riders choose TAP to save time when boarding, to save money, and because it is required on rail
- About half of bus riders use a mix of cash and TAP, depending on the occasion

Key market research findings on riders’ fare payment habits are summarized in:

- Attachment C - Market Research Findings Summary and Sources
- Attachment D - Fare Payment Survey Analysis
- Attachment E - Bus Operator Questions and Survey Results.

### 3. CASH TO TAP CONVERSION EFFORTS

“Cash to TAP” Paid Media Marketing Campaign

- Campaign timeline: November 2022-Ongoing
- Goals for the campaign:
  - Increase TAP card usage & reduce cash use on Metro and Municipal operators throughout LA County
  - Increase in TAP card account creation

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- Increase in TAP app downloads
  - Campaign creative will be updated based on learnings from the Fare Payment Survey results. New messaging and creative were rolled out in March and includes Paid Bus Benches in 70 locations within South LA zip codes.

For details, please see Attachment F - Cash to TAP Campaign Update.

#### Free TAP Card Distribution

- TAP Blue Shirt Ambassadors have been instrumental in distributing up to 100,000 free TAP cards pre-loaded with \$5 of Stored Value, along with education on how to use TAP, to encourage TAP adoption

#### Future Considerations to Reach Cash Customers

Key findings from the research on cash customers have encouraged new and creative strategies to reach riders not on TAP. TAP must evolve to become a fare payment option that is better than cash, where it can offer just as much flexibility, but with little risk. For example, when customers load money onto a TAP card, but do not use it all, they are left with a TAP card balance that can only be used for transit. Staff is focused on innovative solutions that solve these unique barriers and exploring ways the TAP card can be used for other important consumer items like groceries.

An open payment, account-based TAP system dual launch would create a fare collection system that offers flexibility, security, and convenience. This combination of technologies would allow full fare customers the convenience to pay for transit with their debit card, while extending account-based benefits such as discounts and the opportunity for cash-centric and/or unbanked riders to use their TAP card as a payment card. Metro would sponsor this TAP debit card, with a card issuer, and work to ensure that there were little to no transaction fees. In this way, TAP would be able to reach more cash and low-income customers.

#### 4. FARE CAPPING AND FARE CHANGE MARKETING STRATEGY

The Fare Capping and Fare Change Launch Campaigns to educate riders on the new Metro Fare Policy Change is in development.

- Target Audiences: All Metro riders
- Metro pass holders (full/reduced fare)
- Metro Low Income Riders (LIFE)
- Metro cash-paying riders

Flighting strategy:

- Fare Changes and Fare Capping general messaging and Reduced Fares/LIFE messaging will run simultaneously

- The strategy is to focus on communication by audience, rather than by program, which will allow each audience to easily identify their personal benefit

For more details behind messaging approach, please refer to Attachment G - Fare Capping Customer Journey.

Campaign Phases:

- Pre-launch: June 1- June 30
- Launch: July 1- Sept 30
- Sustain: Oct 1 - Dec 31

For additional information on the strategy, please see Attachment H - Fare Changes and Fare Capping Campaign Strategy  
Internal Training & External Outreach

The TAP department will host several internal and external trainings with key Metro departments. Metro Customer Care, Community Relations, Customer Experience, and Arts & Community Enrichment will host external stakeholder outreach events with, but not limited to:

- Regional Service Councils
- Social Service Agencies
- Citizen's Advisory Council
- Aging Disability Transportation Network
- LIFE administrators
- On the Move Riders
- Local Transit Systems Subcommittee (LTSS)
- Community Based Organizations (CBOs)

## 5. TAP CARD ACCESSIBILITY

Since November 2022, TAP has added an additional 37 locations to the TAP vendors to network. This includes 16 traditional vendors, including 7 Ria Money Transfer Services Locations and 21 Northgate Market barcode locations. The total vendor count is 1882, with additional 26 locations to be onboarded by the end of Q2.

TAP Vendor Recruitment Goals for 2023:

- Recruit vendors within Limited English Proficiency (LEP) neighborhoods:
- Recruit vendors located in areas with a high percentage of fare paid in cash, primarily in the Gateway Cities

For more details, please see Attachment I - TAP Vendor Update.

## 6. CAL-ITP

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Cal-ITP and other vendors offer contactless, open payment solutions that accept Europay, MasterCard, Visa (EMV) bank cards, both plastic and mobile (ApplePay and GooglePay) as fare payment statewide. A close examination of the Cal-ITP initiative and other payment solutions is being conducted by examining the following proposed benefits:

- o **Reduced inequality:** financial inclusion is equity. Mobility is a ride out of poverty;
- o **Faster boarding:** dwell times are cut in half because they use a card versus cash;
- o **Higher ridership:** more attractive to new and occasional riders;
- o **Lower overhead:** spend less money buying and servicing fare media, TAP card vending machines and reduce the number of agents selling fare cards; and
  
- o **Additional considerations:** interoperability, standardized fare collection, statewide procurement agreement, rewards etc.

Metro will continue to review open payment solutions through the lens of Metro's equity focused groups, including low-income riders, seniors, persons with disabilities and students. Staff is currently in discussions with Caltrans about a potential market assessment.

## **EQUITY PLATFORM**

### **Fare Capping**

Fare capping is a new way to pay on Metro bus and rail and is found to be more equitable than Metro's current pass fare structure. See Attachment C - Title VI SAFE Analysis Fare Changes 2022 (File ID 2022-0740). With fare capping, passes are replaced with Stored Value and customers pay per ride while earning free unlimited rides for 1 day and 7-Day time periods without the burden of upfront costs. This section reviews the efforts underway to ensure these benefits are accessible for all Metro riders:

- Customer education and outreach efforts planned for fare capping are centered on converting cash riders onto TAP. These efforts included:
  - o Market research to understand the behaviors, needs, and traits of cash-dominant and TAP-dominant riders to identify opportunities to convert cash-dominant riders to TAP, such as more access to reloading options. During analysis, respondents were grouped as cash-dominant or TAP-dominant based on their most-used fare payment method. Research methodologies included:
    - Fare payment survey among a demographically representative group of Metro riders
    - Focus Groups
    - In-depth interviews
  - o Free TAP card distribution at high cash paying bus stops and a Cash to TAP awareness campaign highlighting TAP benefits and easy reloading options
- Starting in April 2023, outreach efforts will evolve to include stakeholder groups such as

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service councils, community-based organizations, senior riders, and riders with disabilities.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The plans and strategies outlined in this update support the following goals within Metro's Strategic Plan:

### **Goal 2 - Deliver outstanding trip experiences for all users of the transportation system 2.3 - Metro will improve customer satisfaction at all customer touchpoints**

#### Customer interfaces and touchpoints

- Fare related pages on metro.net and *taptogo.net* will present clear fare information for customers
- Customers will also be able to learn detailed information through video tutorials and frequently asked questions
- This information will be offered to both registered and unregistered TAP cardholders

#### Metro Customer Care and TAP Call Center

- Agents, Fare Enforcement Officers, TAP Blue Shirts, Metro Ambassadors and Bus and Rail Operations Control staff will be trained and given resource tools to assist customers with fare capping

#### Data analytics and measuring system performance

- Cash and TAP data and campaign metrics will be reviewed and analyzed regularly to inform future marketing
- System performance leading up to implementation will include thorough testing of all fare equipment and will be closely monitored post implementation

### **Goal 3 - Enhance communities and lives through mobility and access to opportunities 3.3 - Metro is committed to genuine public and community engagement to achieve better mobility options for the people of LA County**

#### Meaningful engagement with communities

- Customer surveys, interviews and focus groups have been conducted to better understand the cash customer's needs and habits and to help Staff to make informed decisions on how to convert cash customers to TAP and implement fare capping

#### Outreach efforts

- Outreach will be designed for students, senior and disabled riders, LIFE participants and a variety of council and stakeholder groups.

### **Goal 4 - Transform LA County through regional collaboration and national leadership 4.2 - Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels**

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Regional fare equity

- TAP staff will continue designing and testing fare capping software that is scalable to include any of the 25 additional TAP agencies
- Staff will continue discussions related to the development of regional fares and policies that further simplify fare payment for regional customers.

**NEXT STEPS**

Staff plans to complete market research on cash customers and for fare capping messaging in spring 2023. This includes gathering the results of the A/B fare capping message test survey and hosting additional focus groups in 6 LEP languages (Armenian, Russian, Chinese, Japanese, Korean and Vietnamese.)

April 2023

- Conduct internal and external stakeholder training and outreach in preparation of Summer 2023 fare capping and fare change launch

June 2023

- Provide an update on Cash to TAP conversion efforts
- Metro Fare Change and Fare Capping Pre-Launch Campaign Starts

July 2023

- Metro Fare Capping Launch

Spring 2024

- Explore regional fare capping with partner agencies (requires regional consensus). Briefings and discussions are underway.

**ATTACHMENTS**

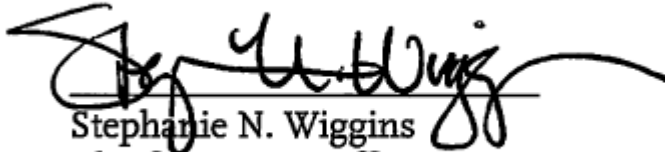
Attachment A - Fare Change Summary  
Attachment B - Cash and TAP Use on Metro in 2022  
Attachment C - Market Research Findings Summary and Sources  
Attachment D - Fare Payment Survey Analysis  
Attachment E - Bus Operator Questions and Survey Results  
Attachment F - Cash to TAP Campaign Update  
Attachment G - Fare Capping Customer Journey  
Attachment H - Fare Changes and Fare Capping Campaign Strategy  
Attachment I - TAP Vendor Update

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Chief Executive Officer

## **Metro Fare Change Summary**

### **Fare Capping**

- Metro will replace all passes including 1-Day, 7-Day and 30-Day passes and implement a 1-Day and 7-Day Fare Cap.
- Customers will no longer be required to pay upfront for passes. Instead, they load Stored Value on their TAP cards and pay per ride until they reach their 1-Day or 7-Day cap. After the cap has been met, all rides on Metro are free for either the day or the rest of the 7 day period
  - 1 Day Cap
    - Begins when a customer first taps their card
    - After \$5 (3 rides), customer rides free for the rest of the day
  - 7-Day Fare Cap
    - Begins when a customer first taps their card
      - Start of day can begins at any time of day
    - After 7 consecutive days, 7-day capping period ends
    - A new 7-day fare capping period begins with the next tap

### **Full Fare Riders**

- Base fare for Full Fare riders will remain \$1.75 including 2 hour free internal transfers
  - Daily Cap after \$5 (3 rides)/7-Day Cap after \$18 (11 rides)

### **Senior/Disabled Riders**

- Base fare for Sr/Dis riders will remain \$0.75 (peak) including 2 hour free internal transfers; \$0.35 (off peak) including 2 hour free internal transfers
  - Daily Cap after \$2.50 (4 rides)/7-Day Cap after \$5 (7 rides)

### **K-12/College Vocational Riders**

- Base fare for K-12 and College/Vocational riders will be reduced from \$1.00 to \$0.75
  - Daily Cap for College/Vocational & K-12 is \$2.50 (4 rides)/7-Day Cap after \$6 (8 rides)

### **LIFE Riders**

- LIFE riders will continue to get 20 free rides per month including 2 hours of free transfers. After 20 free rides, customers pay per ride until they reach their Daily or 7-Day Cap (based on their rider class), rather than purchase passes.

**Simplified Fares**

- One base fare for all reduced fare categories, which is \$0.75
- One base fare for all service levels. Additional charge for Silver (J) Line and Express Bus will be removed.

**TAP Card Expiration**

- TAP cards can be used up to 15 years instead of 10 years.

**Free TAP Cards**

- Digital TAP cards through the TAP mobile app or Apple Wallet will continue to be free of charge. Reduced Fare TAP cards will also remain free.

Rider Category & Fare Product	Current Pricing	ADOPTED 12/1/22
<b>Regular Fare</b>		
Base Fare	\$1.75	\$1.75
Day Pass / Daily Cap	\$7.00	\$5.00
7-Day Pass / Weekly Cap	\$25.00	\$18.00
30-Day Pass	\$100.00	Not Offered
30-Day Pass Zone Upcharge	\$22.00	\$0.00
<b>Senior/Disabled</b>		
Base Fare	\$0.75 / \$0.35	\$0.75/\$0.35
Day Pass / Daily Cap	\$2.50	\$2.50
7-Day Pass / Weekly Cap	Not Offered	\$5.00
30-Day Pass	\$20.00	Not Offered
<b>K-12 Student &amp; College/Vocational</b>		
K-12 Base Fare	\$1.00	\$0.75
College/Vocational Base Fare	\$1.75	\$0.75

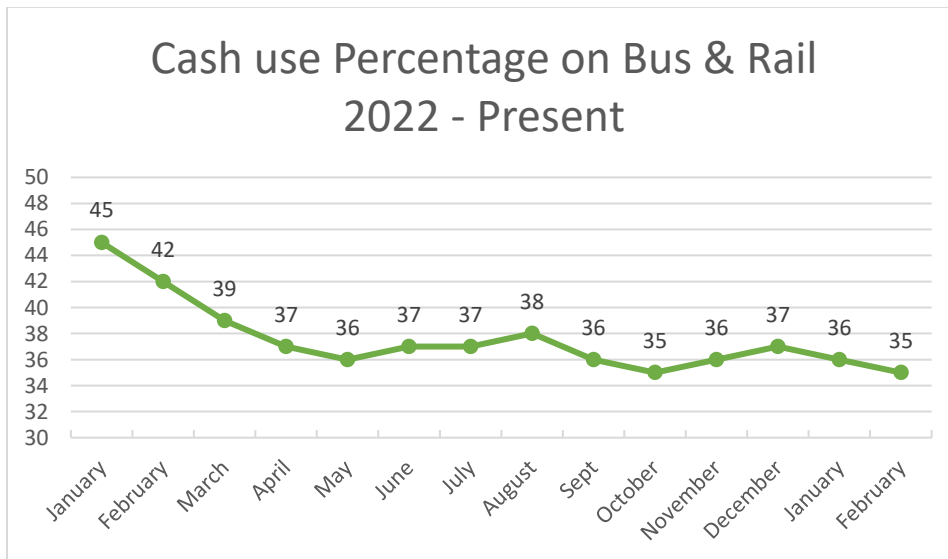
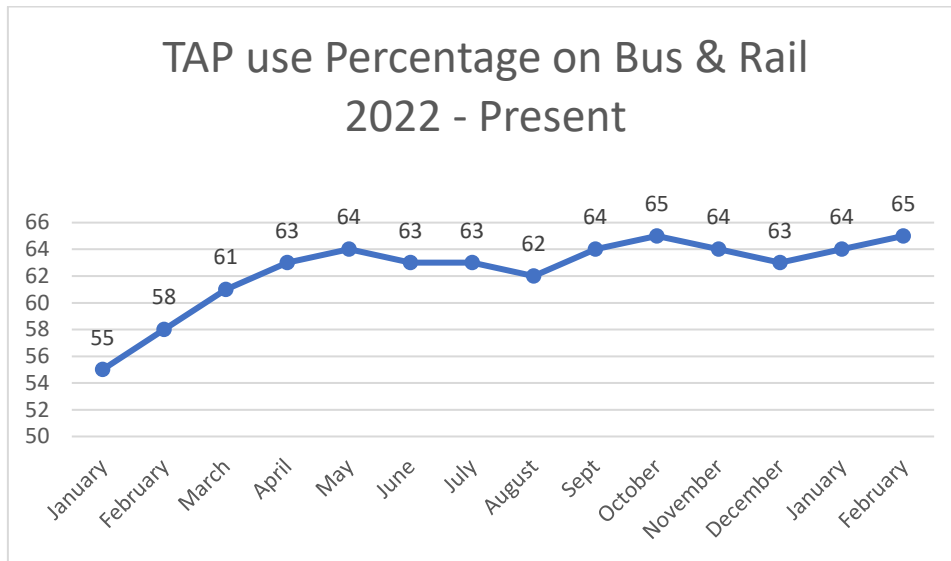
## Attachment A – Metro Fare Change Summary

Day Pass / Daily Cap	Not Offered	\$2.50
7-Day Pass / Weekly Cap	Not Offered	\$6.00
K-12 Student 30-Day Pass	\$24.00	Not Offered
College/Vocational 30-Day Pass	\$43.00	
<b>LIFE FREE Trips</b>	<b>20 FREE</b>	<b>20 FREE</b>

Cash & TAP use on Metro in 2022

To prepare for market research efforts on understanding the cash customer, a baseline review of cash and TAP use was collected. As shown in the images below, cash use spiked in January and February 2022, once Metro resumed fare collection. Over the next year, there was a steady decline in cash use and a corresponding increase in TAP use as riders became accustomed to paying fare again.

OBJ:



Source: [Metro Transit Report](#)

Over the course of 2022, cash use decreased and TAP use increased by 8% points respectively on Metro Bus and Rail. TAP use on the system continues to increase in 2023.

## MARKET RESEARCH FINDINGS SUMMARY

### Methodology:

Staff developed and executed a research plan to understand cash and TAP-paying riders: who they are, their attitudes, barriers, and motivations.

Research took place between November 2022 and February 2023 and included:

1. **Secondary research** review of who uses cash nationally and on public transit and why they use cash
2. **In-Depth Interviews** with cash-paying and TAP-paying Metro riders, including:
  - 9 cash-paying riders, 5 in English, 4 in Spanish
  - 15 TAP-paying riders, 7 in English, 8 in Spanish
2. **Survey** of n=1,900 adult Metro bus riders capturing demographics, attitudes, fare-payment behaviors, barriers to using TAP, motivations for using TAP, and awareness and usage of TAP channels. The survey was fielded via a pop-up on Metro.net riding information pages, consultant-fielded mall-intercepts of Spanish-dominant riders, and at high-cash Metro bus stops. Demographics mirror the 2022 Customer Experience Survey, see Attachment B – Fare Payment Survey Methodology.

### KEY FINDINGS:

Key market research findings are summarized below.

#### Context:

Nationally, being unbanked is a big driver of cash usage. Two thirds of unbanked Americans pay bills with cash versus 10% of those who are fully banked (FDIC, 2017). Traits associated with being unbanked include speaking only Spanish, earning less than \$30,000 household income, not finishing high school, being disabled, being Hispanic/Latino or Black, and having a varying income from month-to-month (FDIC, 2019 & 2021). Additionally, there is evidence that undocumented citizens are less likely to be banked (Martin, 2015).

Unbanked Americans often live in a cash-focused ecosystem. Many cash users get paid in cash or convert their check to cash via check-cashing (FDIC, 2017). Nearly all (92%) fully banked Americans are paid with direct deposit, while unbanked Americans are more likely to be paid in other ways like check/money order (45%), cash (27%), and pre-paid card (23%) (FDIC, 2017).

Nationally, according to a 2022 Federal Reserve study, 20% of transactions are paid with cash (Cubides and O'Brien). National bus boardings are in line with that at 21% (APTA, 2017). However, in the last six months of 2022, 43% of Metro bus boardings have been paid for in cash, which is the highest share the top 15 bus agencies in the United States. This is driven by the fact that LA Metro riders are much more likely to be unbanked, use cash in general, and to have incomes lower than \$35,000.

## Attachment C – Market Research Findings Summary and Sources

- 31% of LA Metro bus riders are unbanked, compared to 4.2% of Los Angeles residents and 4.5% of American citizens (FDIC, 2021).
- 60% of LA Metro bus riders use cash for at least half of their general purchases, compared to 26% of Americans, per Gallup (2022).
- 79% of LA Metro bus riders earn less than \$35K household income, per Metro's 2022 CX Survey, compared to 50% of national public transit commuters (American Community Survey, 2021).

Secondary research sources are available in Attachment D – Secondary Research Sources.

### **Who Pays with Cash on Metro Bus**

A third (33%) of adult Metro bus riders say cash is their most-used payment method when boarding Metro bus. The following groups are significantly more likely than the average rider to use cash on Metro: Low English proficiency (66%), those with high cash-usage in general (54%), those who ride Metro, particularly rail, infrequently (54%), live in Gateway Cities (46%), are unbanked (45%), do not have a smartphone (39%), are Hispanic/Latino (38%), or are Female (37%).

### **Why Metro Bus Riders Use Cash on Metro**

The main reason Metro riders use cash is because they use cash for most of their purchases in general, have cash on them already, and therefore it is easier for them to use than TAP. One rider in South LA says, "I can just push the cash in and keep going."

The second biggest reason for not using TAP, with 66% agreeing, is that they'd have to go out of their way to get a TAP card or add money to it. In order to use TAP, cash-dominant riders would have to add extra steps to their customer journey, e.g., walking to a rail station the night before to add fare; getting a pre-paid card to add fare online; walking out of way to a vendor; or interacting with the bus operator to add fare when boarding the bus. In addition, 54% cite a lack of a credit or debit card as challenge to using TAP.

Another top reason why Metro riders use cash is concern over losing or misallocating money. 62% of cash-dominant riders say they are worried about losing money if they lose their TAP card. 62% would rather not put money on a TAP because they might need it for something else. When cash-dominant bus riders do load money onto TAP, they tend to only load enough for that trip or day. Given financial constraints, if cash riders were to use TAP more often, it would likely entail daily TAP fare loading, which would be a challenge given access limitations.

About half of cash users cite not knowing where to purchase TAP or how to use it. It was also found that 90% of cash users site at least three barriers to using TAP.



About half of cash-dominant bus riders cite the TAP instructions not being in their native language as a barrier. Riders with low English proficiency list more barriers to using TAP.

Other barriers to TAP include:

- Being able to only pay partial fare with cash
- Experience with TAP equipment being out of order
- Safety concerns of going into rail stations to load fare
- Perceptions of a complicated process at TAP vendors

### **Why TAP-Dominant Riders Use TAP**

- Riders choose TAP to save time and hassle when boarding, to save money, and because it is required on rail.
- About half of bus riders use a mix of cash and TAP
  - TAP is more likely to be chosen on days where the rider knows in advance they will take multiple trips, will have to transfer between lines, i.e., days/trips in which it will financially benefit them to use TAP.

### **Opportunities to convert cash riders to TAP**

Converting cash riders will require a clear substantial financial benefit and a process that is as easy as paying with cash. Key opportunities include:

- **Increasing participation in the LIFE program.**
  - At least 75% of Metro riders may qualify for the LIFE program.
  - Only 60% of bus riders earning under \$35K household income are aware of the program, suggesting an opportunity to increase awareness.
  - Only 23% of bus riders earning under \$35K household income claim to use LIFE, suggesting an opportunity to increase appeal of the program and make it easier to sign-up and participate.
  - Recommendation: Perform user-experience (UX) research to understand how low-income riders perceive the program and identify opportunities to improve the program and its processes.
- **Increasing the number of TAP vendors and the presence of TAP at vendors.**
  - Only 7% of cash-dominant riders choose vendors as their most-used TAP channel.
  - However, 16% of cash-dominant riders say their ideal TAP channel would be vendors, suggesting an opportunity to boost usage of this channel.
  - In order for vendors to appeal they need to be within a short walk of home or the bus stop. 71% of bus riders said that they would walk only a few blocks or less to load money onto TAP.

## Attachment C – Market Research Findings Summary and Sources

- Analysis shows that 40% of bus stops are within a quarter mile walk of a TAP vendor.
- Some riders expressed that buying/loading TAP at vendors was complicated and that TAP was not prominently displayed.
- Next Steps: Perform mystery-shopping and UX testing of TAP vendors to understand and evaluate the TAP purchase process from a rider's perspective.
- **Converting banked smartphone users**
  - Many sub-groups of cash-dominant riders will have difficult barriers of not being close to a physical TAP vendor or not having a credit/debit card to add fare online.
  - Those who are, have access to credit cards and a smartphone, theoretically, should be easier to convert to TAP.
  - Based on the recent Cash/TAP Survey, an estimated 26% of cash-dominant riders have a credit/debit card and a smartphone. This is split between 16% English-speaking and 10% non-English speaking.
  - 19% of cash-dominant riders say that loading fare on the TAP App or Apple Wallet would be their preferred method.
- **Converting riders who use a mix of cash and TAP.**
  - 52% of bus riders use a mix of cash and TAP
  - They will likely be easier to convert than the approximately 22% who use all cash on Metro bus.
  - There is an opportunity to convert these riders by raising awareness of local TAP vendors, and converting them to LIFE and/or Reduced Fare rider
- **Making it easier for Spanish-dominant riders to navigate TAP.**
  - Riders who do not speak any English are the most likely to use cash. Riders who speak some English but have low proficiency are also more likely than others to use cash.
  - Cash riders with low English proficiency have more barriers than English speakers.
  - About 39% of cash-dominant riders are Spanish-dominant, meaning they speak Spanish at home and have low English proficiency.
- **Increasing awareness of TAP channels and how to use TAP.**
  - There is low awareness of TAP loading channels. For example, only 48% of cash-dominant riders know they can load fare at a TAP vending machine at a rail/bus station. Only 19% know they can load fare at a TAP vendor.
- **Ensuring TAP is easy to use.**
  - Recommendations:
    - User experience (UX) test all TAP touchpoints & processes.
    - UX test all discount program sign-up and usage processes.

## Attachment C – Market Research Findings Summary and Sources

- Ensure all TAP infrastructure is in working order and in compliance with response and repair times.

### **Secondary Research Sources Cited in Board Report**

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# Converting Cash Riders to TAP

## Fare Payment Method Survey

February 2023



# Contents

- Research Methodology
- Survey Sample Overview
- Prevalence of Cash Usage on Metro
- Findings:
  - Who Uses Cash on Metro
  - Why Cash
  - Why TAP
  - Awareness/Usage of TAP Channels
  - Discounts & Incentives to Use TAP
- Starter Thoughts: How to Convert Cash-Dominant Riders to TAP

# Research Process

1. Insight Grounding		2. Understanding Cash & TAP Riders		3. Fare-Capping Message Testing	
Secondary Research	Hypothesis Workshop	In-Depth Interviews (IDI)	Fare Payment Method Survey	Focus Groups	A/B Test Survey
Mine existing data & research on cash customers to inform initial hypotheses	Codify all the things we want to learn/prove in the research	Learn what we don't know we don't know about cash & TAP riders. Help inform survey design	Quantify size of barriers & segments of cash users	Gauge cash & TAP user reactions to fare-capping and potential early-draft fare-capping messages	Test effectiveness of refined fare-capping messages



In Progress

The survey is focus of this report, however, data points from other phases are incorporated.

# Fare Payment Survey Methodology

**Survey Fielding Dates:** Nov 7, 2022 – Jan 3, 2023

## Sample Definition

- Monthly Metro Bus Riders
- 18+ years
- LA County residents
- Demos weighted to match 2022 CX Survey

## 1,896 total completes via multiple channels:

- Metro.net riding pages pop-up: 1,596
- Spanish-dominant vendor mall intercepts: 186
- At bus stops: 167

	<b>CX 2022 Survey</b>	<b>2022 Fare Payment Survey (Weighted)</b>
Hispanic/Latino	63%	63%
Black/African American	16%	16%
White	11%	11%
Asian/Pacific Island	6%	6%
Native American	2%	2%
Other	3%	3%
Speak English Very Well or Well	73%	73%
Speak English Not well or Not at all	27%	27%
Under \$15,000	43%	43%
\$15,000-\$24,999	25%	25%
\$25,000-\$49,999	21%	21%
\$50,000-\$99,999	8%	8%
\$100,000+	3%	3%
Smartphone	79%	79%
No smartphone	21%	21%
Female	49%	49%
Male	49%	49%
Non-Binary or Other	2%	2%
18-24	19%	19%
25-44	38%	38%
45-64	33%	33%
65+	10%	10%
Car - regular access	22%	22%
No regular car access	78%	78%
Central Los Angeles*	40%	40%
West Side Cities	6%	6%
South Bay	4%	4%
Gateway Cities	16%	16%
San Gabriel Valley	16%	16%
San Fernando, Santa Clarita, and Antelope Valleys	18%	18%

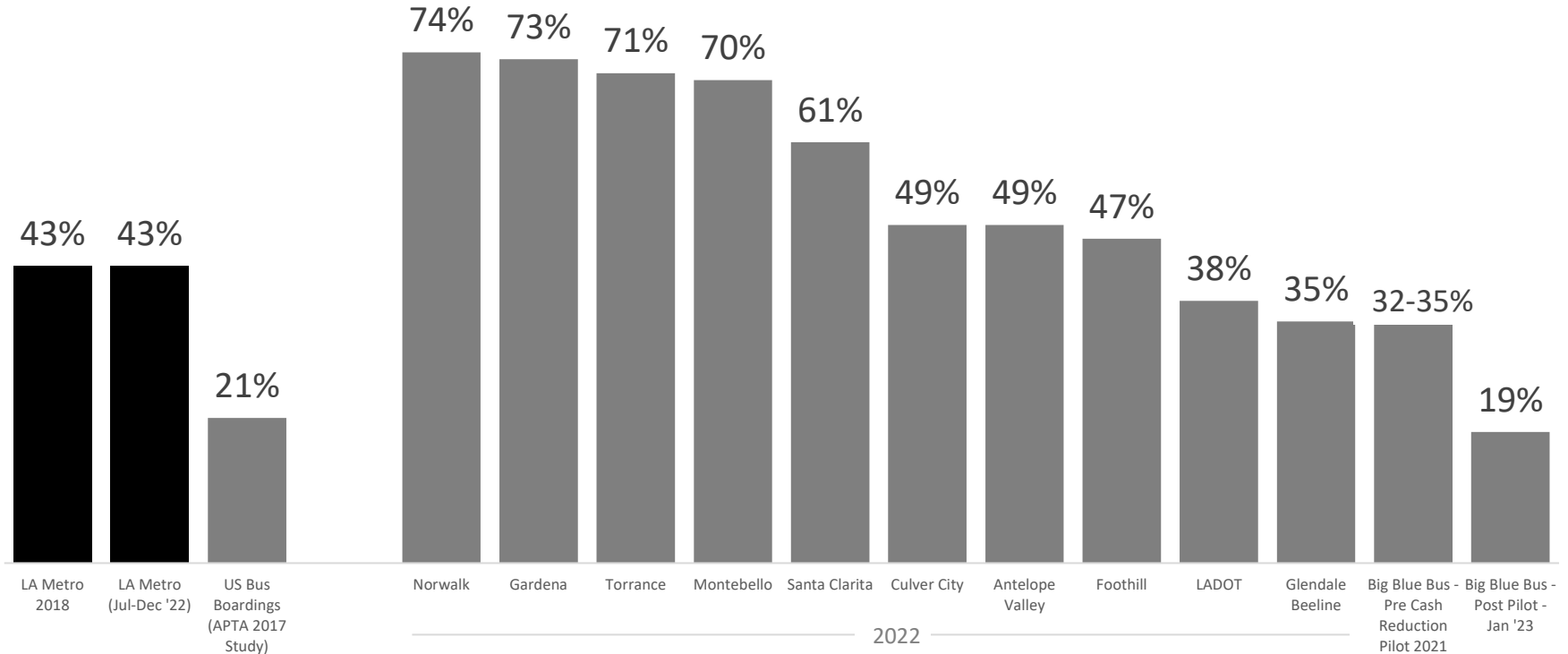
# Prevalence of Cash Usage on Metro



# 43% of LA Metro's bus boardings are paid with cash, which is substantially higher than the national average.

Other LA County transit agencies have a high percentage of cash bus boardings.

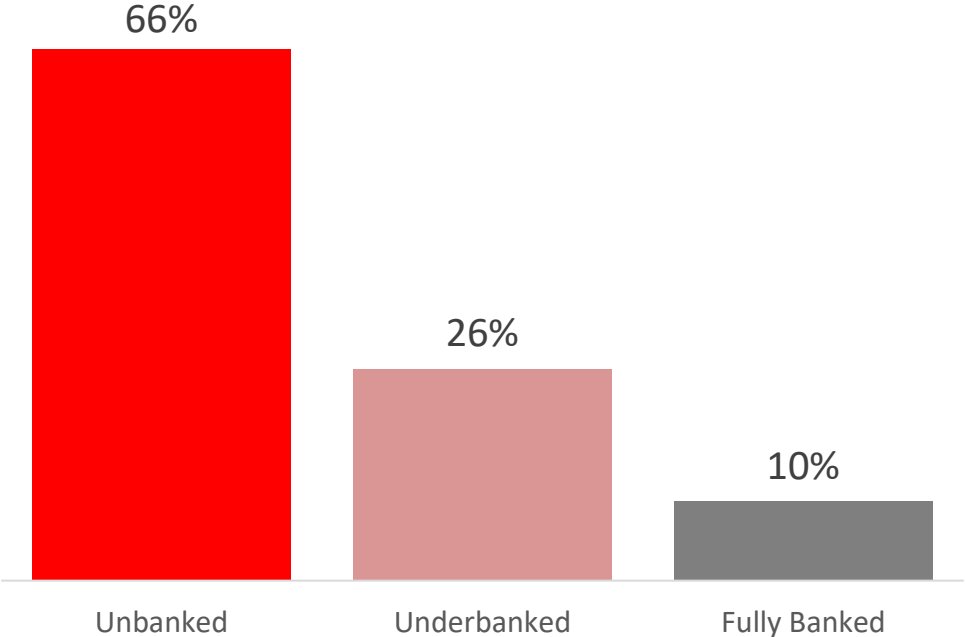
## % of Bus Boardings Paid in Cash



# Who Uses Cash

# Nationally, being unbanked is a big driver of cash usage

## % of Americans Who Use Cash to Pay Bills in a Typical Month



**Unbanked:**  
Household does not have a checking or savings account

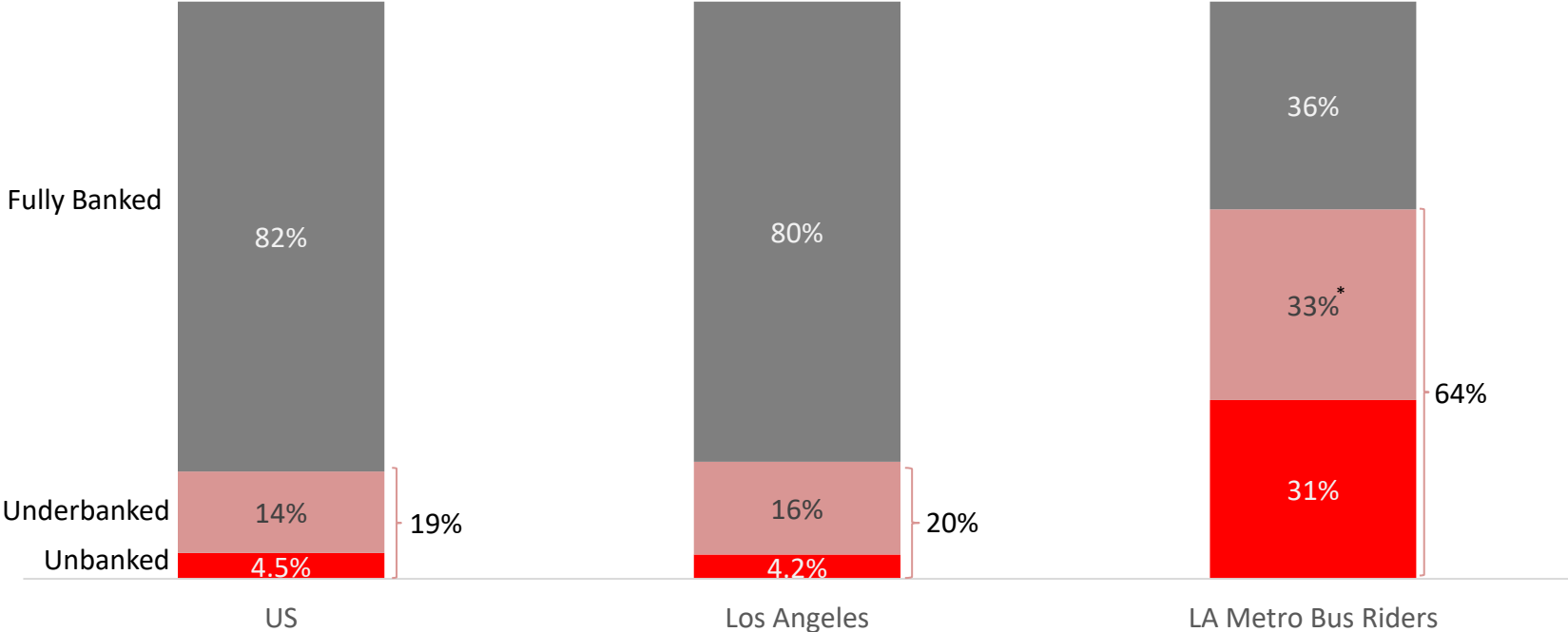
**Underbanked:**  
Household has a checking/savings account and used an Alternative Financial Services (AFS) in past 12 months

**Fully Banked:**  
Household has a checking/savings account and has NOT used an AFS in past 12 months

**Alternative Financial Services (AFS):**  
Money order, check-cashing, international remittances, payday loans, refund anticipation loans, rent-to-own services, pawn shop loans, and auto-title loans



# LA Metro bus riders are significantly more likely to be unbanked or underbanked



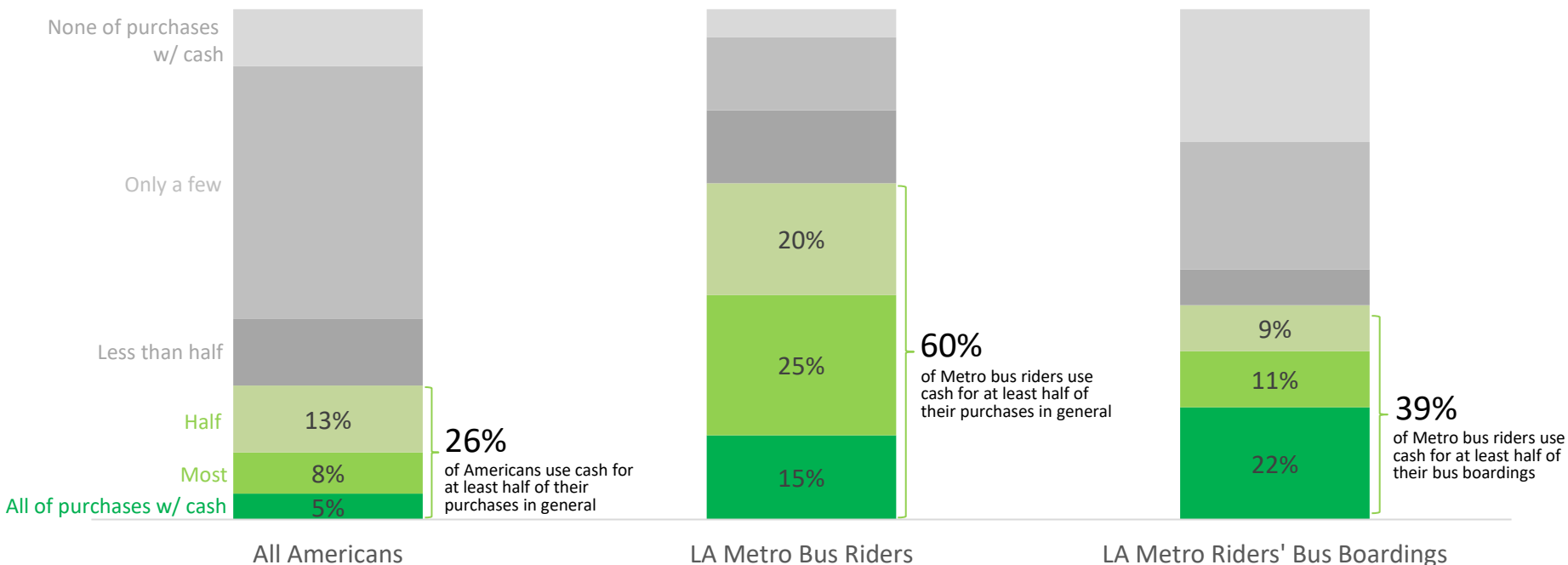
SOURCE OF US: FDIC (2021). FDIC national survey of unbanked and underbanked households. <https://www.fdic.gov/analysis/household-survey/2021report.pdf>  
SOURCE OF LA: FDIC (2021). FDIC national survey of unbanked and underbanked households. <https://www.fdic.gov/analysis/household-survey/2021appendix.pdf>

\*The official definition of Underbanked includes usage of one of nine AFS. To minimize questionnaire length, our survey included only three AFS, so the actual incidence of underbanked may be greater.



# LA Metro bus riders are more likely than the US population to use cash for at least half of their purchases

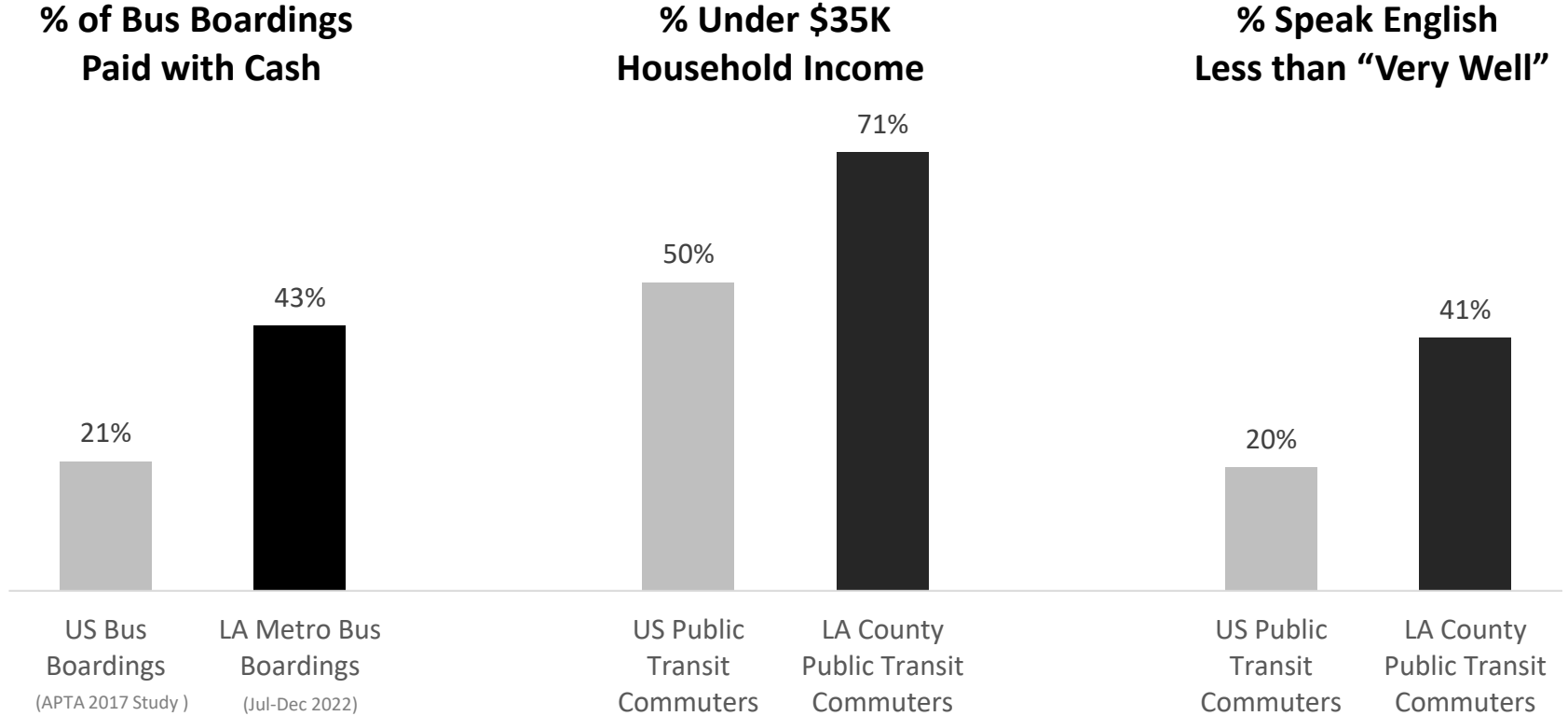
## % Who Pay with Cash for Their Purchases



SOURCE FOR USA TOTAL: Jones, J. (2022). Americans using cash less often; foresee cashless society. Gallup. <https://news.gallup.com/poll/397718/americans-using-cash-less-often-foresee-cashless-society.aspx>  
 LA METRO FARE PAYMENT SURVEY 2022-23: Now, please think about the purchases you make on a regular basis. About how many of your purchases do you make with cash? All / Most / Half / Less than half / Only a few / None  
 LA METRO FARE PAYMENT SURVEY 2022-23: When boarding Metro bus, about how many of your bus rides do you pay with cash? All / Most / Half / Less than half / Only a few / None



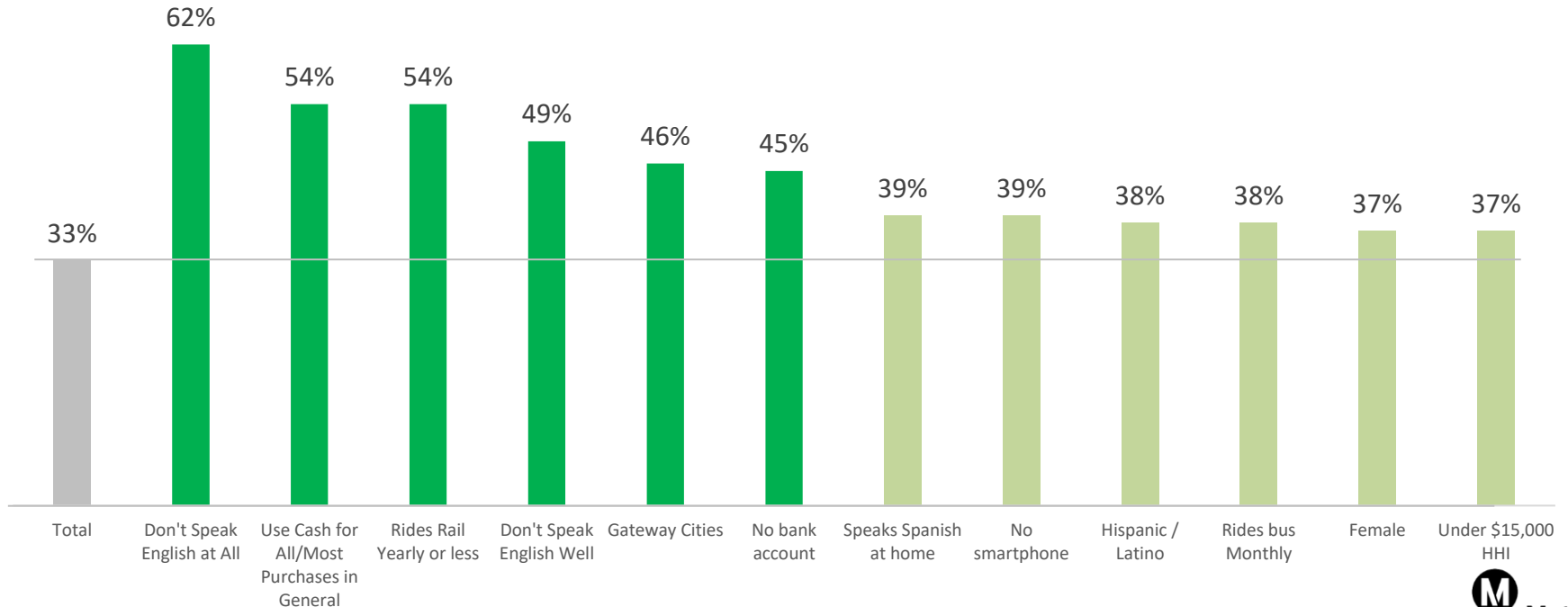
# LA Metro's greater cash prevalence is likely due, in part, to Metro's substantially lower income and less English-proficient rider base



# Cash is the most-used payment method for a third of Metro bus riders.

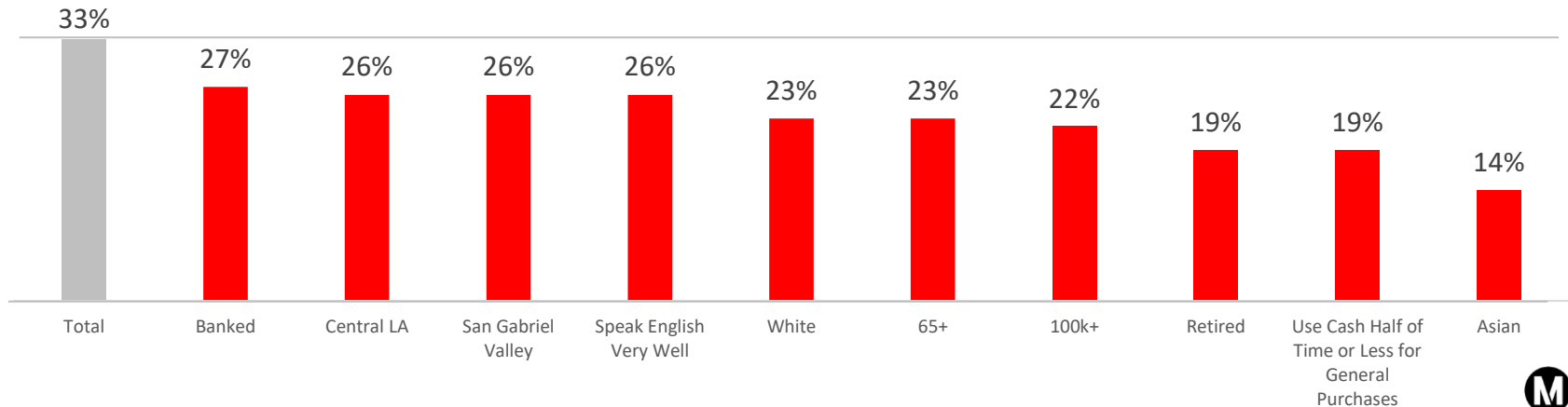
Non-English speakers, cash users in general, infrequent rail riders, Gateway Cities residents, and the unbanked are among those more likely to use cash.

## % Who Pay w/ Cash Most Often on Metro Bus



More affluent, older riders, and those who don't use cash in general are less likely to use cash on Metro bus

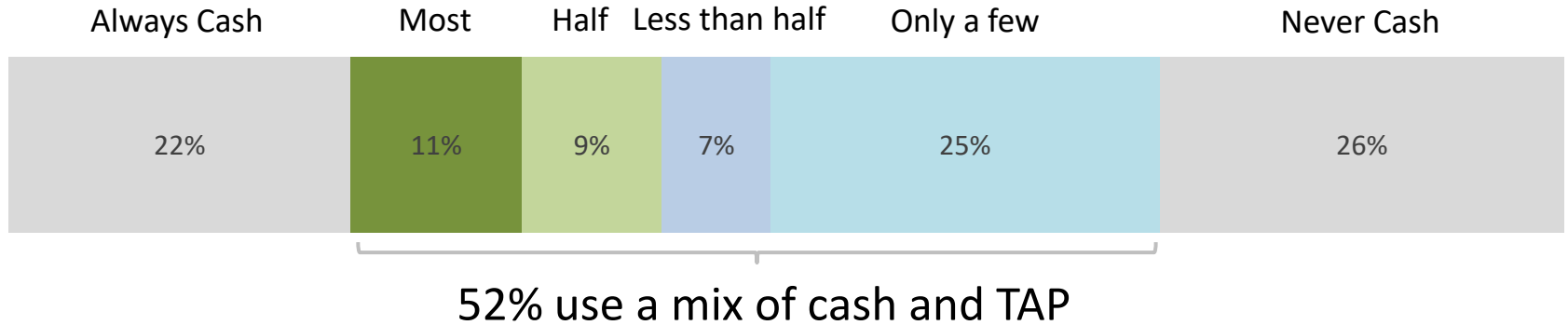
### % Who Pay w/ Cash Most Often on Metro Bus





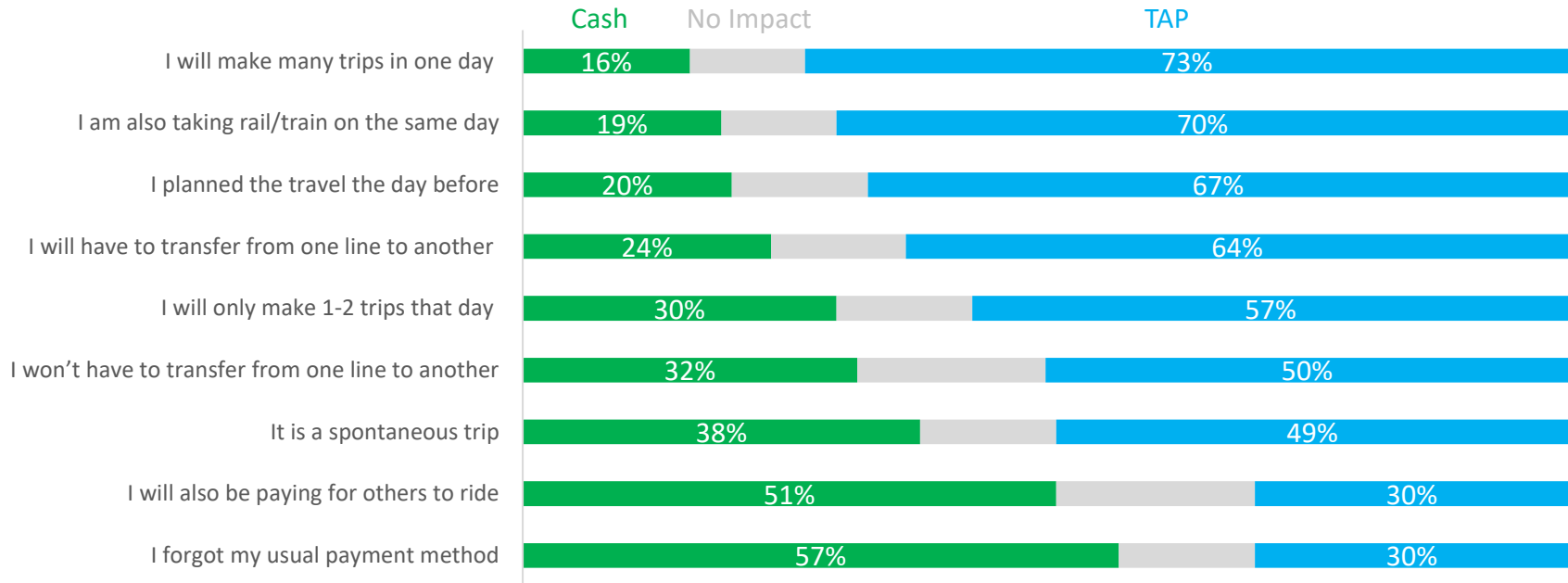
# About half of bus riders use a mix of cash and TAP

## % Who Pay with Cash When Boarding Metro Bus



# TAP usage skews towards planned days of travel with many trips and transfers

## Most Likely Fare Payment Method for Each Occasion



If I'm just gonna go on a quick ride, I'll just pay cash.

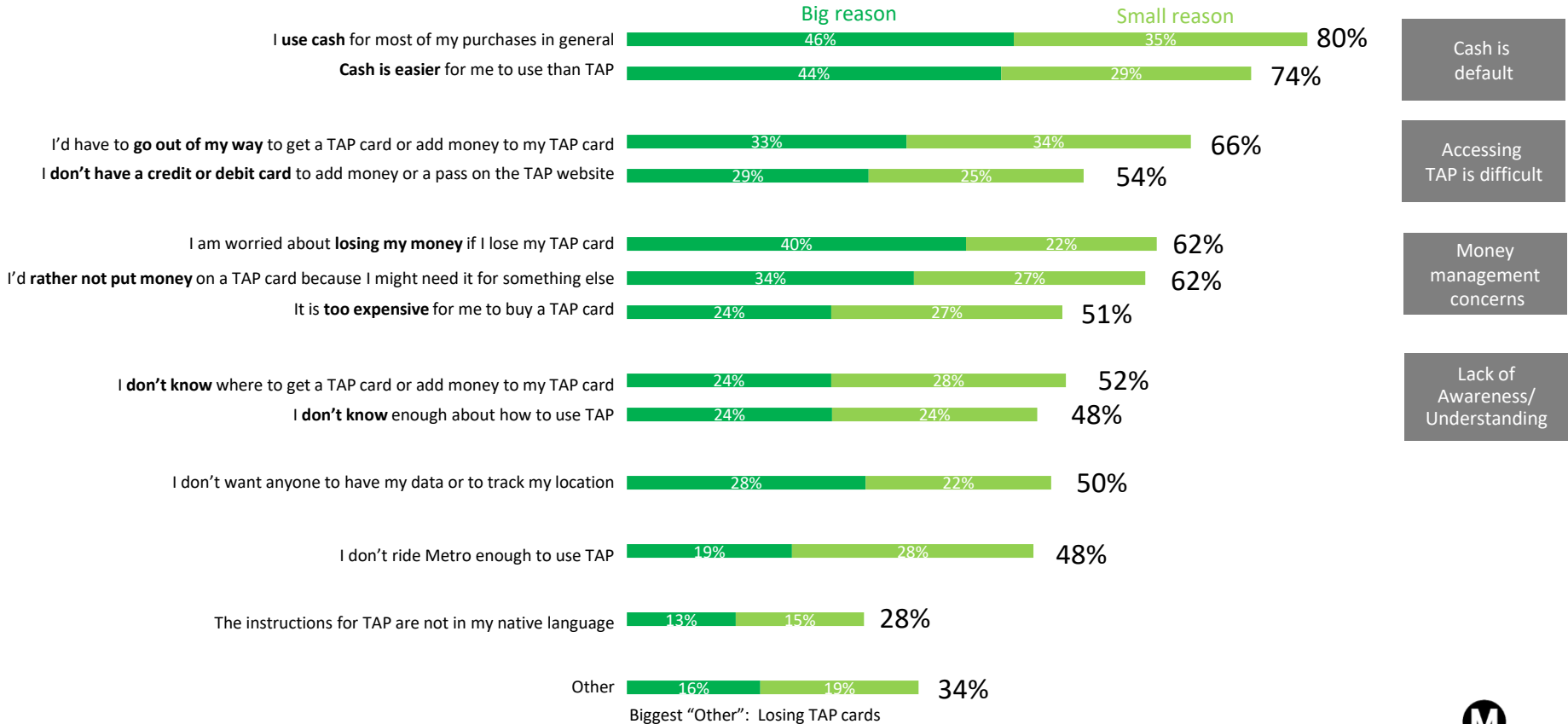
Lorena  
Rider of Line 115  
and A Line

If I'm gonna use it for the whole day. I'll load it up the night before so I could just have the day pass for the whole entire day.

# Why Cash?

# Cash is easier because they use it for most purchases in general

## Barriers to TAP



# Additional barriers to TAP

(from “other” in survey, in-depth interviews, and focus groups)

## Money concerns

- Only have enough money to load one fare at a time
- Not spending all money on the card and leftover balance just sitting there
- Bus operators let cash riders on with only partial fare (so less incentive to use TAP)
- Often lose the TAP card (and money on it)

## User Experience (UX) Issues

- 24-hour loading time for fares
- Perceptions that loaded money sometimes doesn't show up
- Perceptions that TAP machines are often out of order
  - TVMs sometimes aren't working
  - TAP reader on bus is often out of order
  - Phone payment reader on board difficult to get to work

## Access

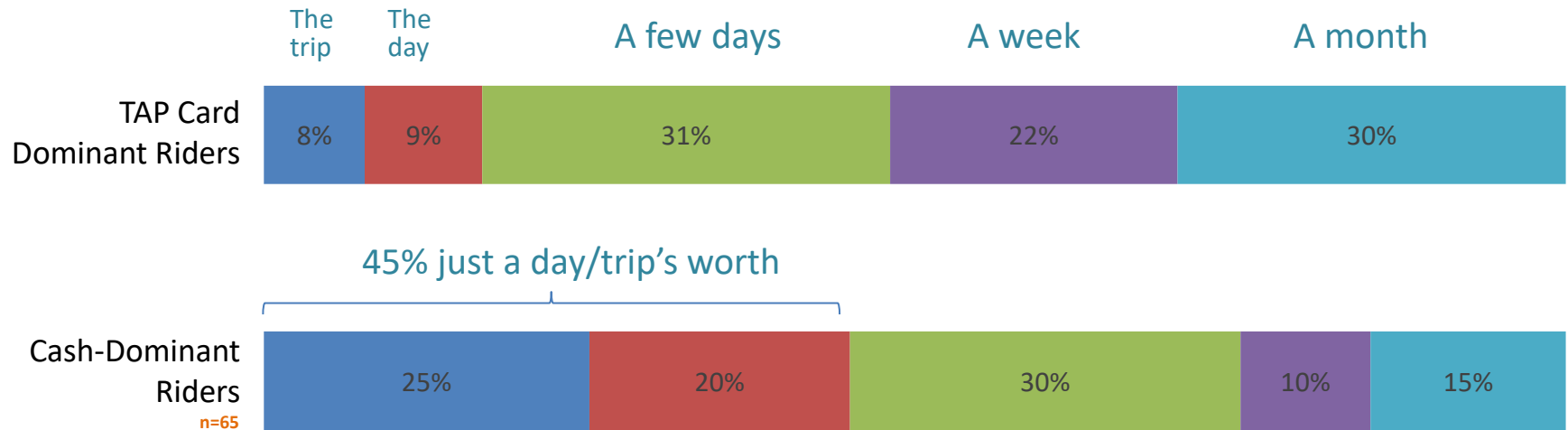
- Long lines / unhelpful staff at TAP vendors
- Safety concerns of loading money to TAP in rail stations

The machines are always broken. Bus drivers have make-shift out-of-order signs. I hope Metro doesn't disappear.

Camille, Rider of 232 & 205

# Cash-dominant TAP users tend to only load enough for the trip, the day, or a few days

## How much load on TAP card...Enough for...

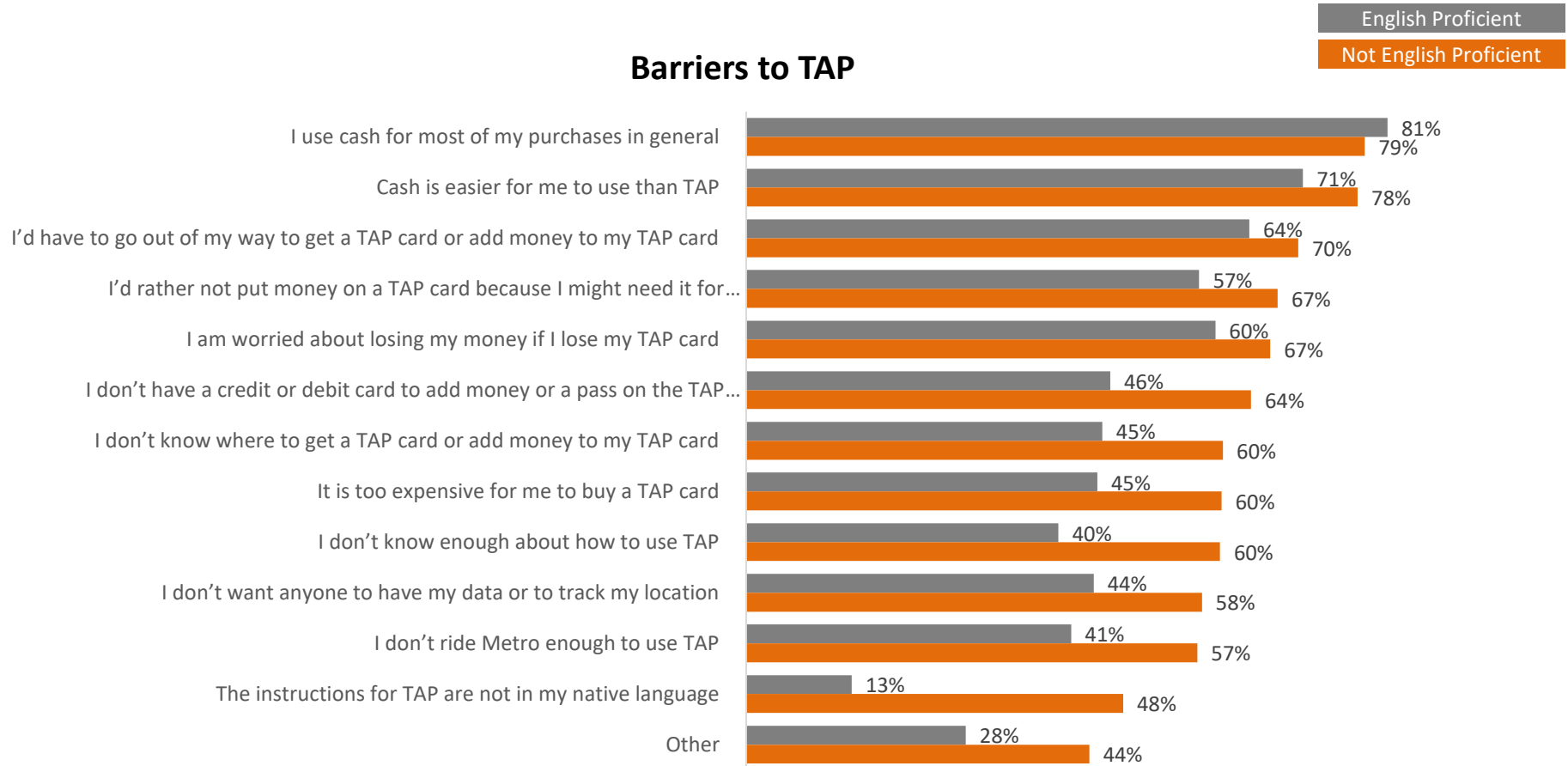


Driven by a need to keep money available for other potential needs

### Implication:

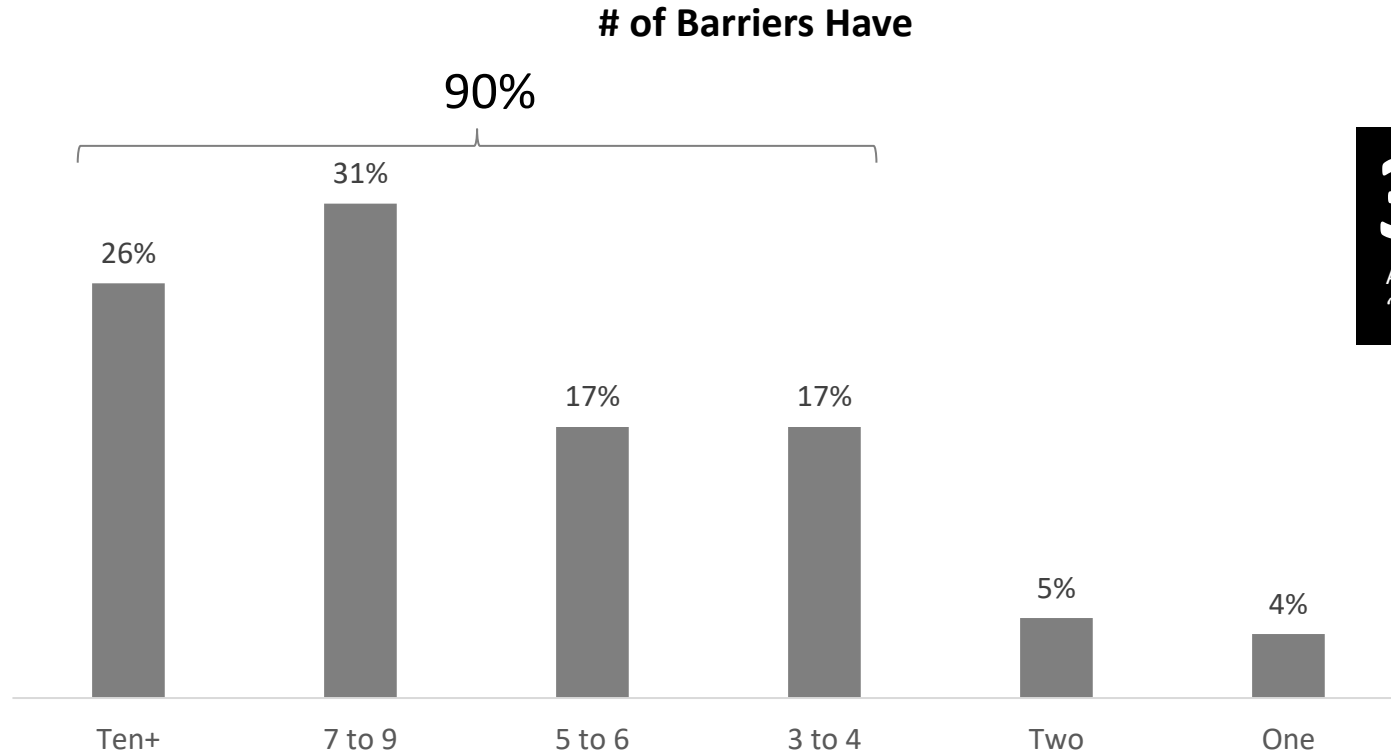
Riders who load just enough fare for a trip or a day may benefit from fare capping, however, it will require them to load fare daily onto their TAP card.

# Riders with low English proficiency have more barriers to TAP



# Overcoming barriers isn't as simple as doing one thing

## Nearly all cash-dominant riders have at least three barriers to TAP



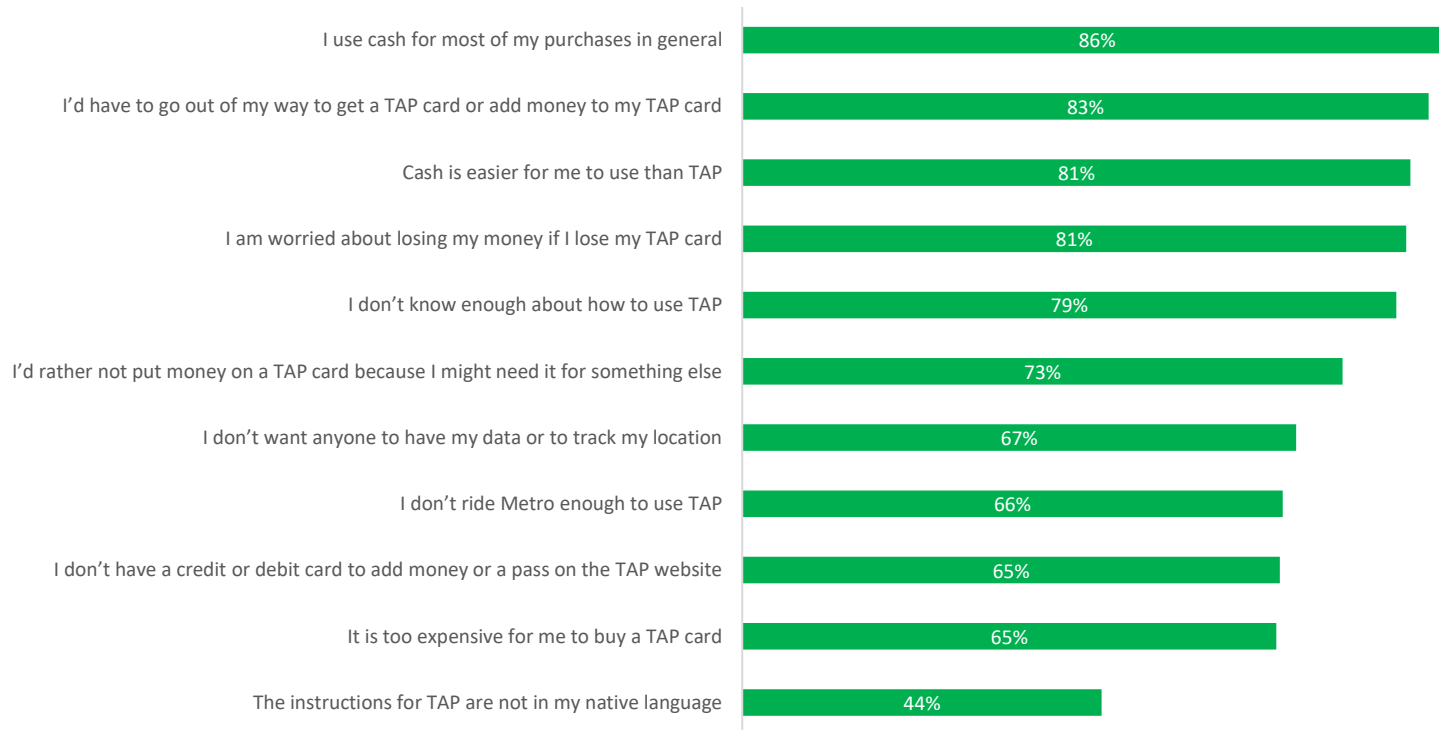
**3.6**  
Avg. # of  
"Big" Barriers



# Solving awareness of where to get TAP won't be a cure-all. Those with awareness barriers cite other barriers as well.

## % Who Have Barriers

(Among Those Who Cite Not Knowing Where to Buy TAP as Big Barrier)



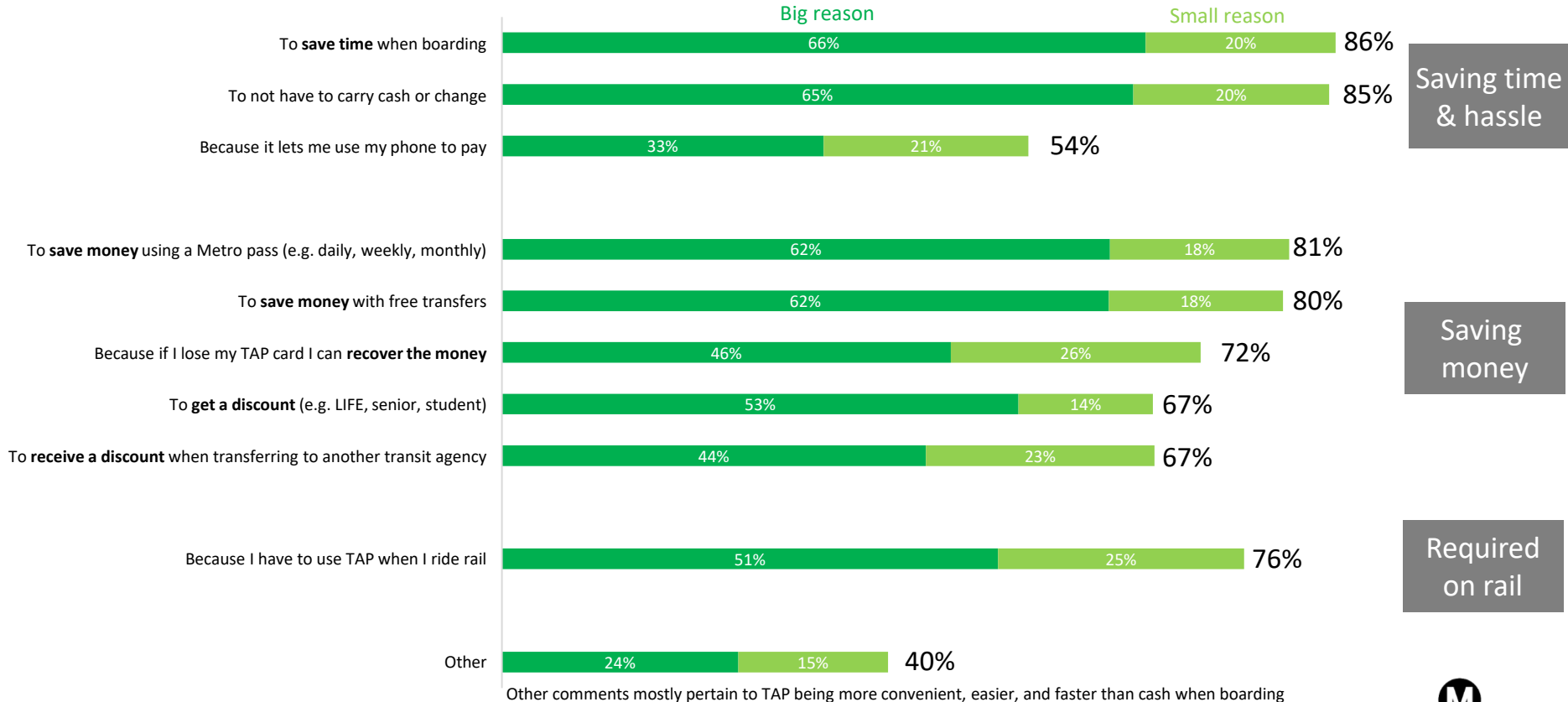
### THEORY:

They are not aware of TAP channels because they don't need to be aware. Cash is preferred and has no barriers.

**Why TAP?**

# Motivations for using TAP include saving time & hassle when boarding, saving money, and because it is required on rail

## Motivations for Using TAP



# Additional motivations to use TAP

(from “other” in survey, in-depth interviews, and focus groups)

## Avoiding Cash

- Not having to fumble with cash (convenience)
- Not having to handle cash (germs)
- Safer than carrying cash (worries of being spotted using cash)

## Have a Special Pass

- Employer provides them with TAP
- Have an ACCESS pass

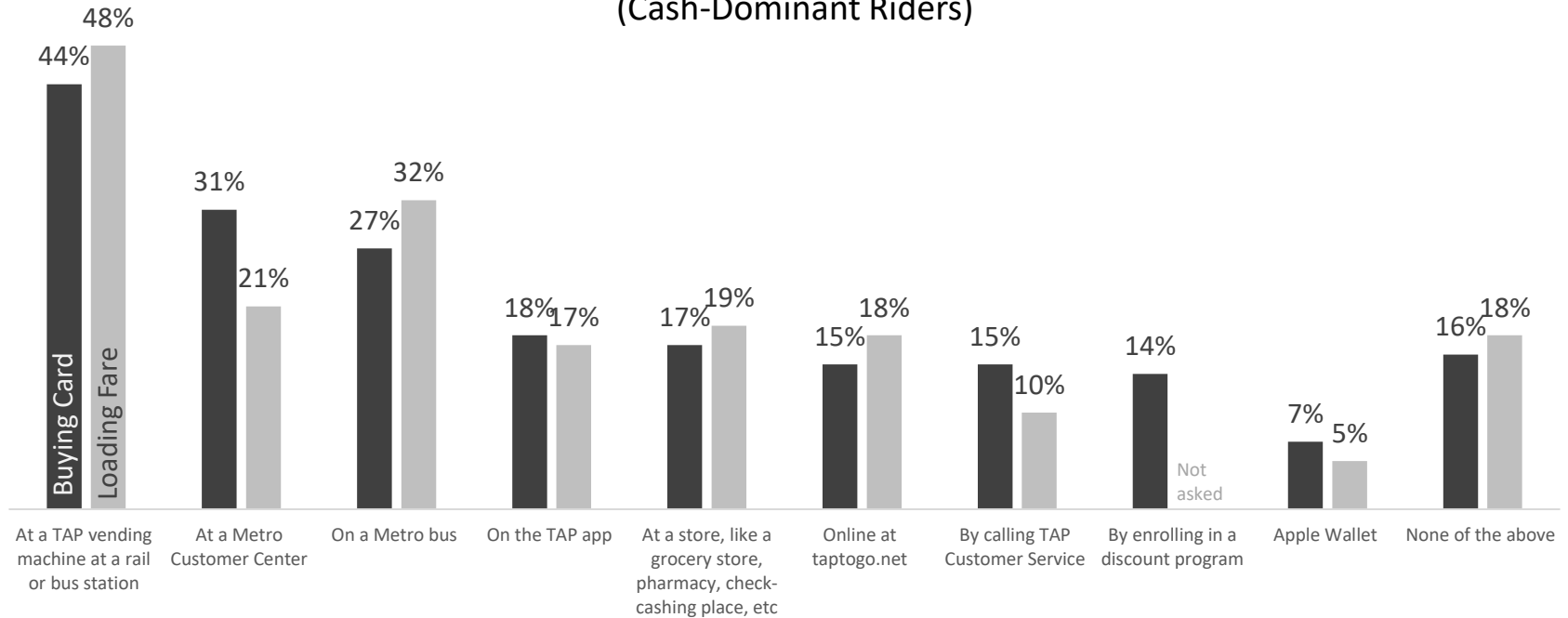
## Sharing

- Sharing cards with family

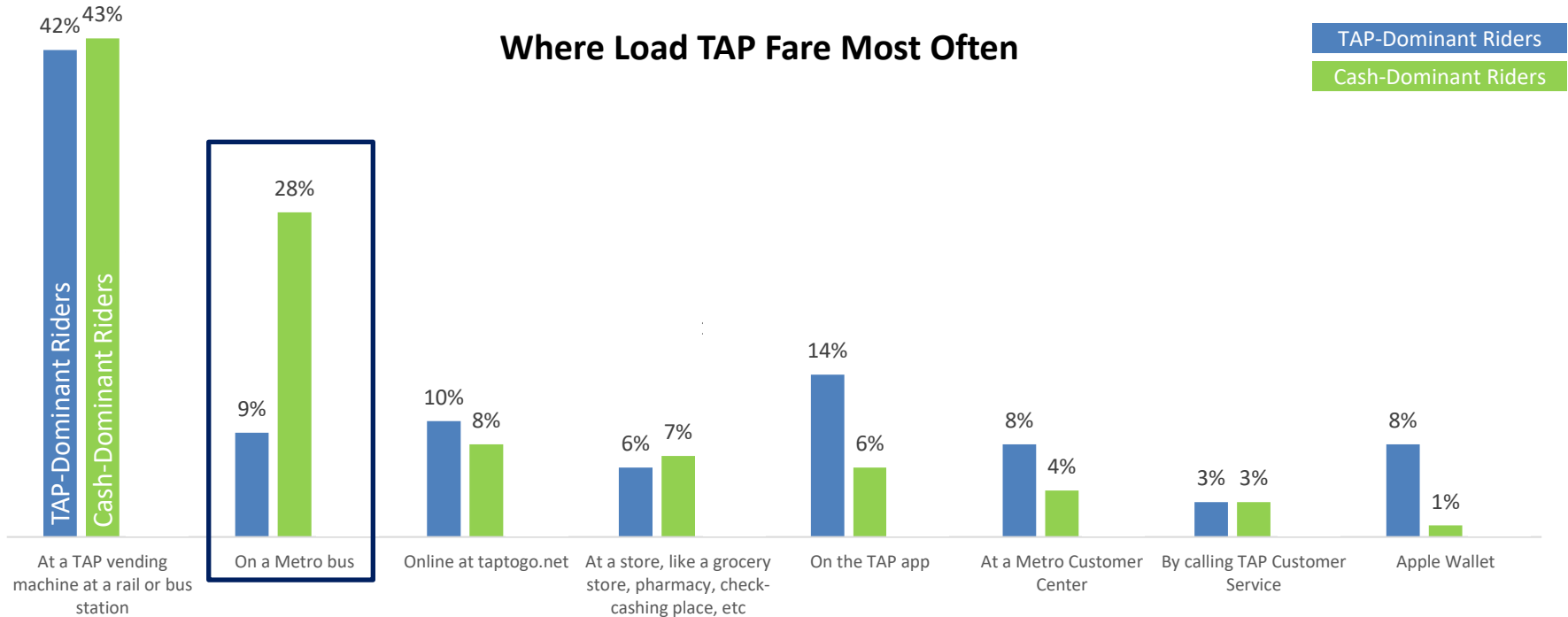
# Awareness & Usage of TAP Channels

# Among cash-dominant riders, there is room to improve awareness of TAP channels

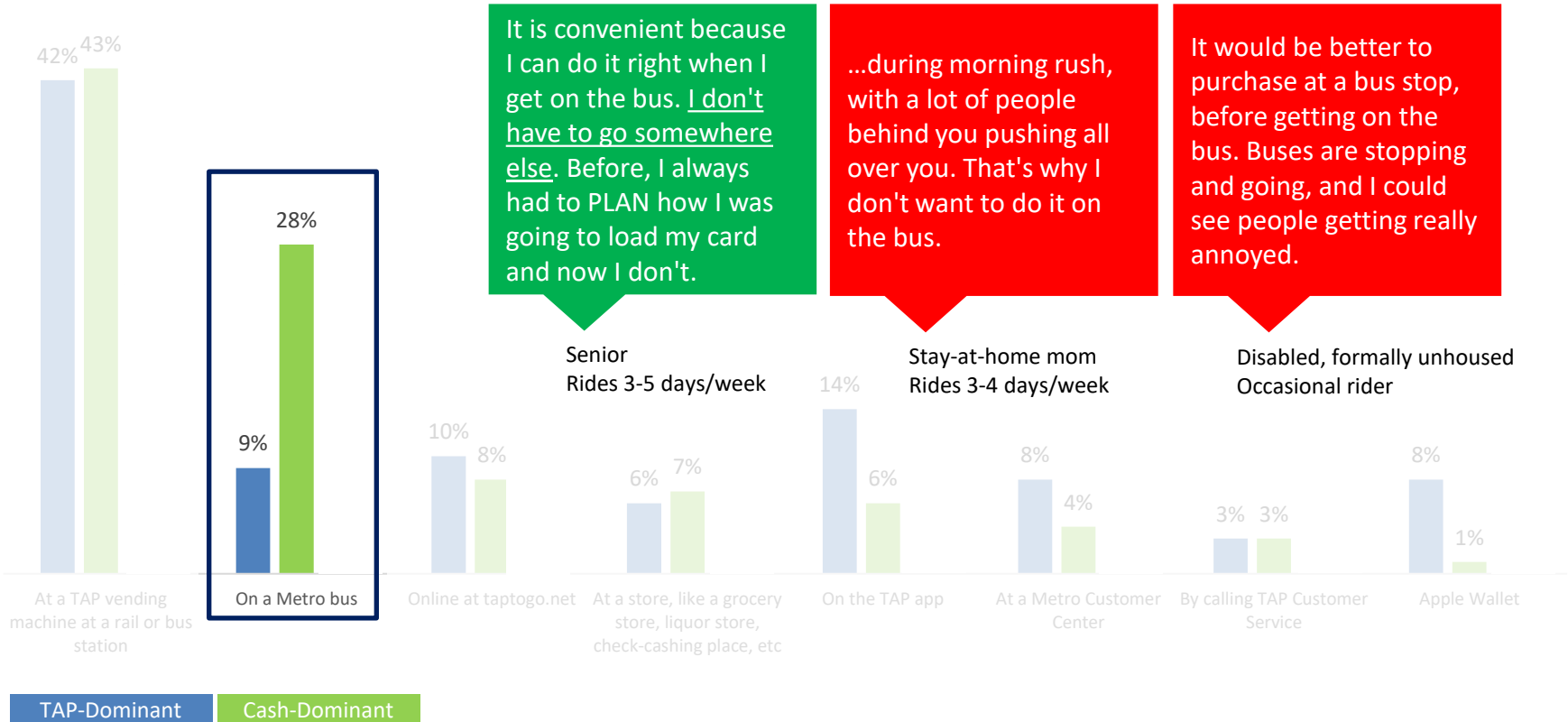
**% Aware of TAP Channels  
(Cash-Dominant Riders)**



# When using TAP, cash-dominant riders are more likely than TAP-dominant riders to load TAP fare on a bus

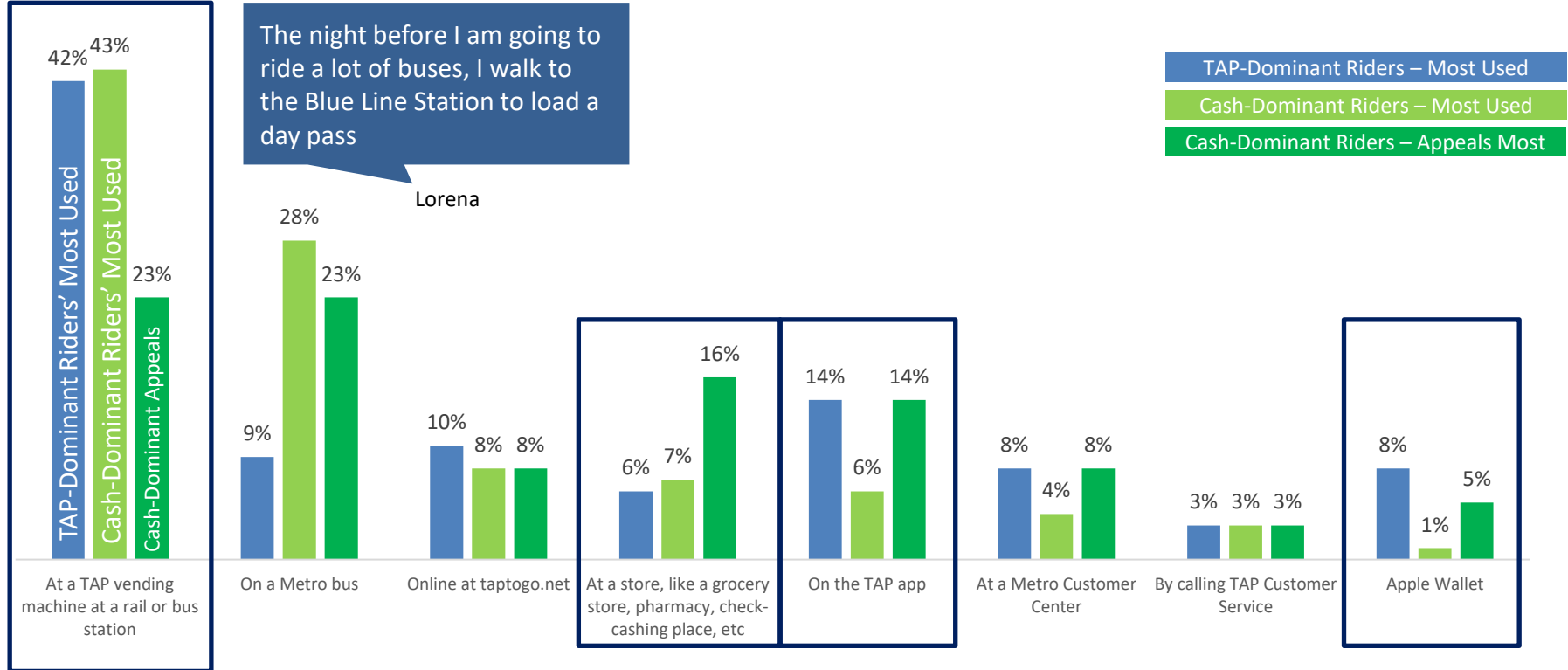


# Loading TAP fare on bus has its pros and cons





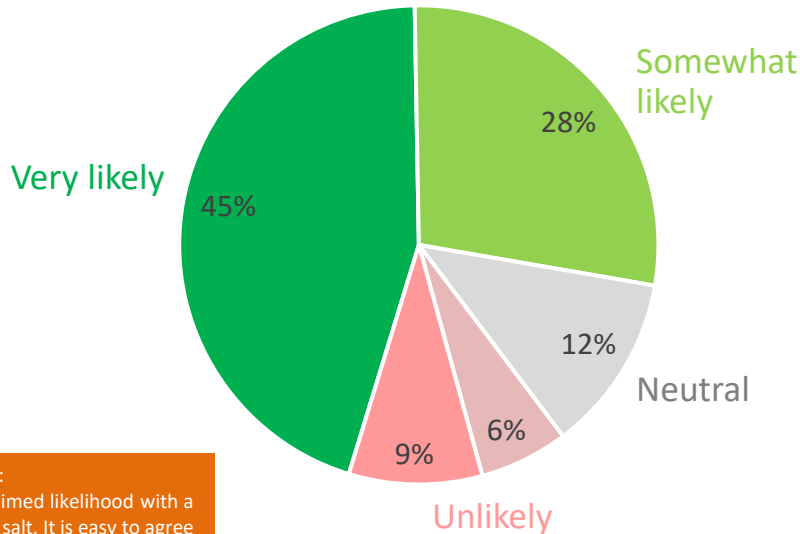
Many cash riders who currently load fare at a rail station would prefer other channels. There is an opportunity to increase loading at vendors and on mobile.



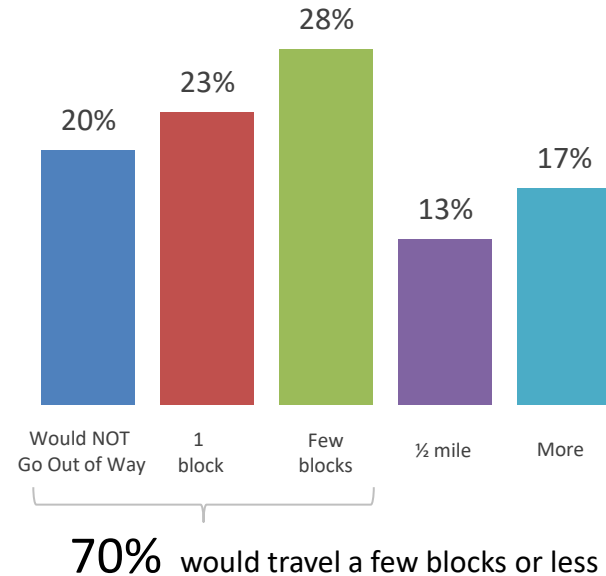
Many cash-dominant riders claim they would load TAP fare at their regular grocery/pharmacy if they could.

However, few would go out of their way to load TAP.

**% Likely to Load TAP at Vendor If Available at Their Regular Grocery, Convenience Store, or Pharmacy**



**Distance Willing to Walk/Bike/Roll to Load Money on a TAP Card**



Caution: Take claimed likelihood with a grain of salt. It is easy to agree without fully considering all realities.

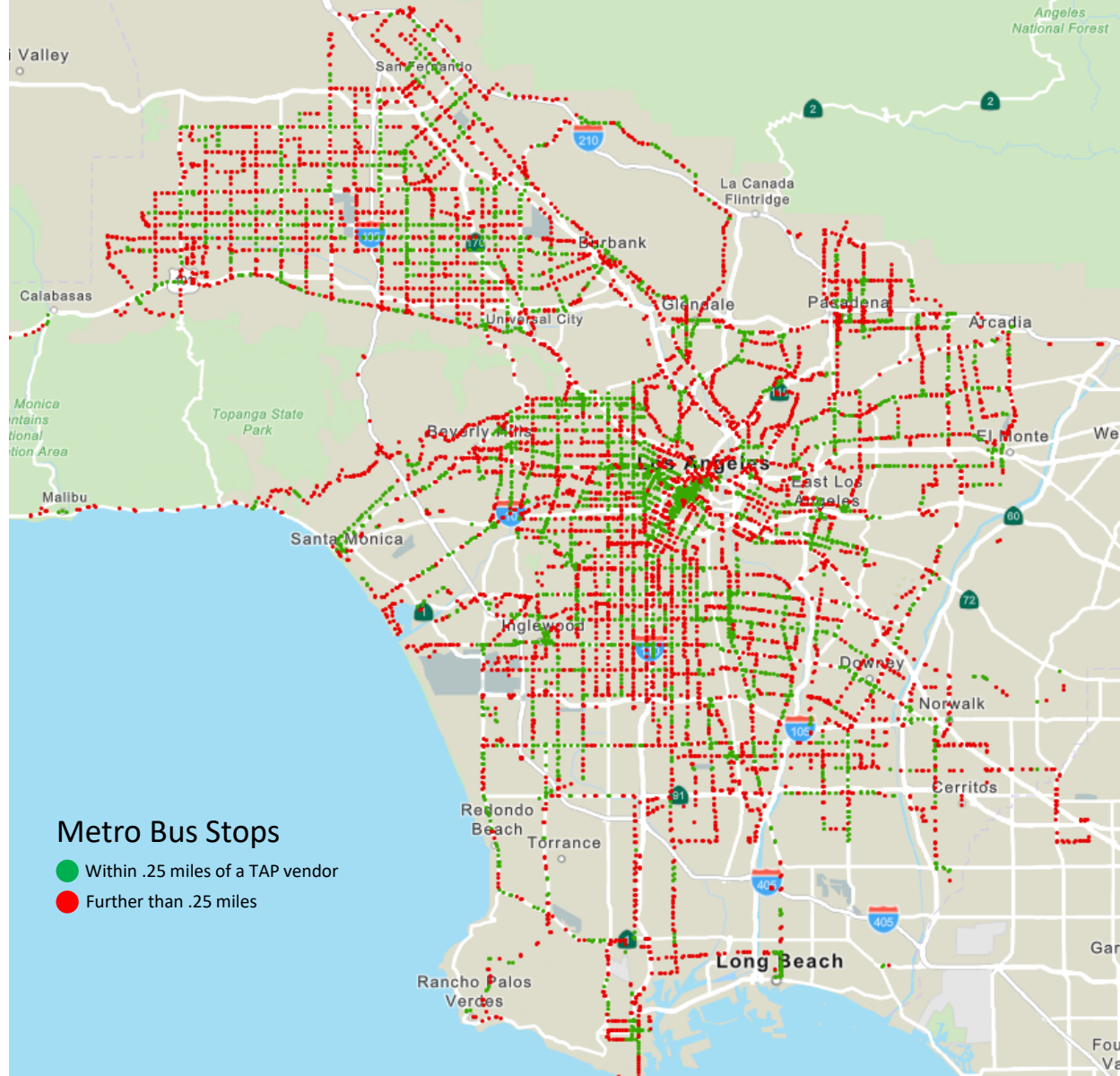


There is opportunity to increase TAP vendor presence.

Only 40% of bus stops are within .25 miles of a TAP vendor.

I've looked for TAP vendors online before, but here was never anything *right here*.

Amy,  
Rider of 217 and 14



## There is some evidence that loading fare at TAP vendors is complicated

In stores, there is a lot of other stuff going that people behind counters have to deal with. It gets **complicated**.

Larry

There isn't a machine out in public, you have to ask the librarian and it is **complicated** for them and they make it **complicated** for you.

Amy

It is probably more **complicated** than doing it other ways but I prefer to do it in person.

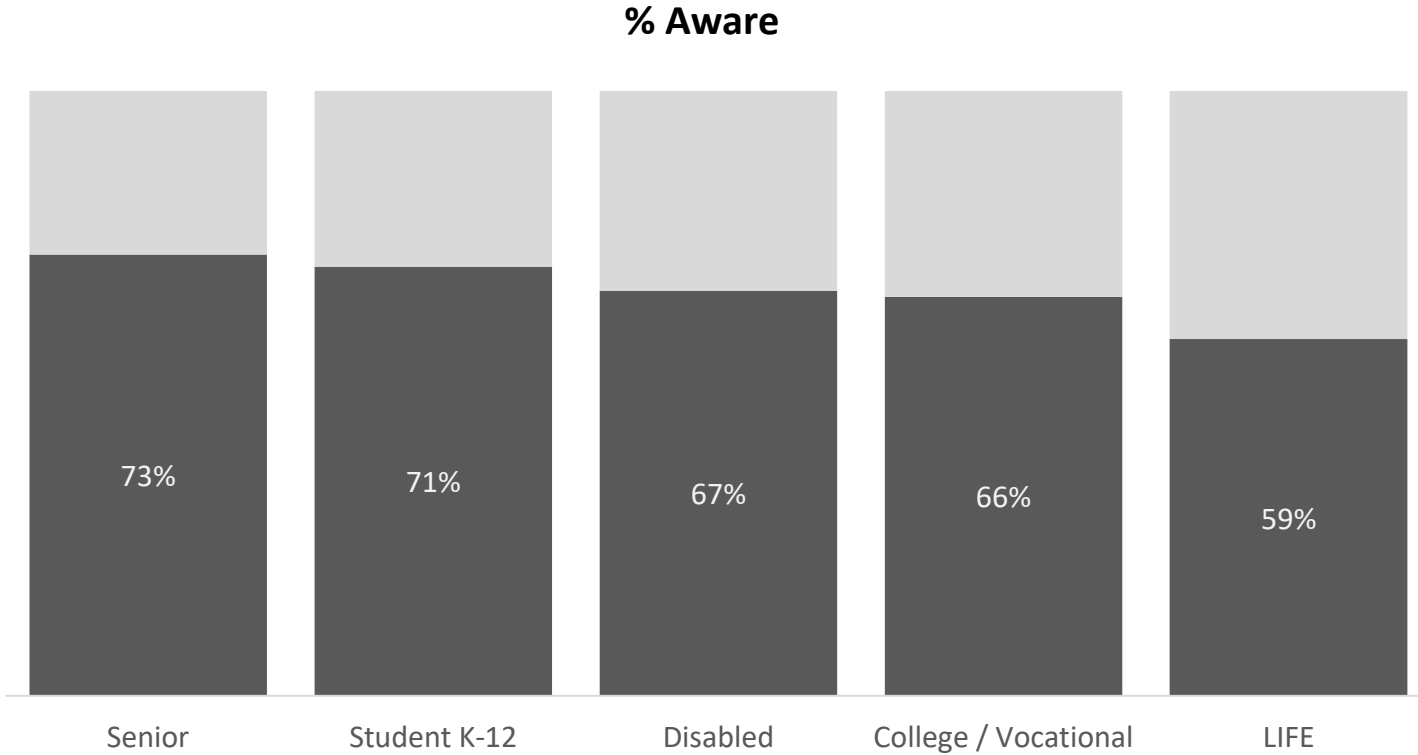
Camile

# TAP Fare Loading Channel Recap

Channel	Possible Motivations	Barriers
TVMs at Rail/Bus Stations	<ul style="list-style-type: none"> <li>• Great for regular rail riders</li> <li>• Allows cash</li> </ul>	<ul style="list-style-type: none"> <li>• May not ride rail often</li> <li>• Station not close by</li> <li>• Fear of going down into unsafe stations</li> </ul>
On Metro Bus	<ul style="list-style-type: none"> <li>• Don't have to go anywhere else</li> <li>• Allows cash</li> </ul>	<ul style="list-style-type: none"> <li>• More steps than just paying with cash</li> <li>• Slows boarding</li> <li>• Operators sometimes unexcited to help</li> </ul>
Taptogo.net	<ul style="list-style-type: none"> <li>• Can add fare from home</li> </ul>	<ul style="list-style-type: none"> <li>• Requires credit/debit card</li> <li>• 2 week wait for delivery of a TAP card</li> <li>• Fare not automatically loaded to card</li> </ul>
Vendors	<ul style="list-style-type: none"> <li>• Can pair with other purchases</li> <li>• May be near home/bus stop</li> <li>• Allows cash</li> </ul>	<ul style="list-style-type: none"> <li>• Not enough nearby</li> <li>• May not realize TAP is sold there</li> <li>• Complicated process</li> </ul>
TAP app	<ul style="list-style-type: none"> <li>• Can add fare from home and on-the-go</li> </ul>	<ul style="list-style-type: none"> <li>• Requires credit/debit card</li> </ul>
Apple Wallet	<ul style="list-style-type: none"> <li>• Can add fare from home and on-the-go</li> </ul>	<ul style="list-style-type: none"> <li>• Requires credit/debit card</li> <li>• May have Android</li> </ul>
Customer Center	<ul style="list-style-type: none"> <li>• Can get help from a person</li> <li>• Allows cash</li> </ul>	<ul style="list-style-type: none"> <li>• Few and far between</li> </ul>
Calling Customer Service	<ul style="list-style-type: none"> <li>• Can get help from a person</li> </ul>	<ul style="list-style-type: none"> <li>• Not ideal channel for nearly all riders</li> </ul>

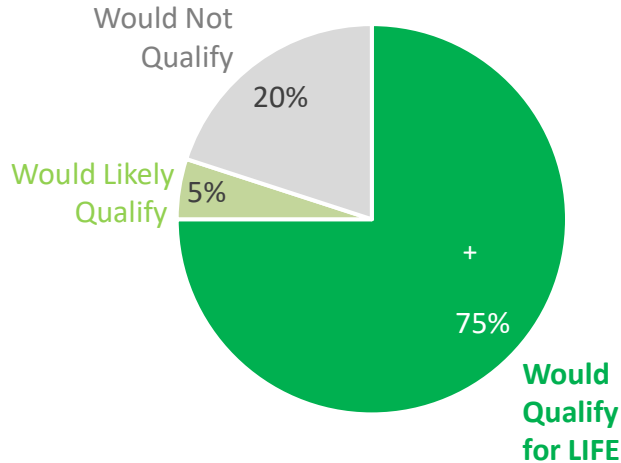
# Discounts & Incentives to Use TAP

# Most riders are aware of Metro's discount programs

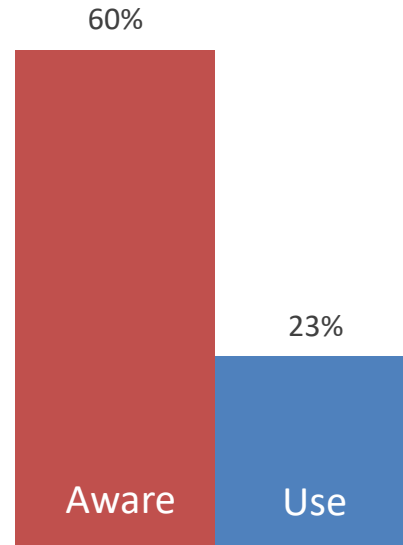


# LIFE could be a big cash-to-TAP conversion tool—opportunity to increase program awareness and usage among those aware

### % of Metro Riders Who Would Qualify for LIFE



### % Aware/Use LIFE



Among Under \$35K Household Income

Wow. 20 free rides. That would be enough to get me to switch to TAP.

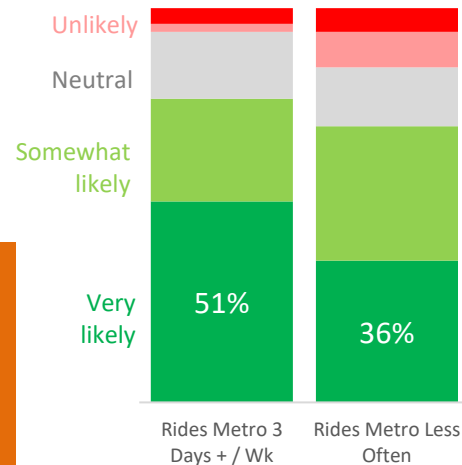
Semona  
Rider of Lines 21 & 23



In a quick survey evaluation, many cash-dominant riders claim to be likely to use TAP after fare-capping.

**% of Cash-Dominant Riders Who Claim They Would Use TAP for Most Rides If Fare-Capping is Implemented**

n=224\*



Caution: Take claimed likelihood with a grain of salt. It is easy to agree without fully considering all realities.

However, during in-depth focus group discussions, very few riders felt fare-capping would motivate them to use TAP more.

You have to ride too many times to get a discount. They're trying give you a deal and they make it hard on you.

What am I supposed to do, go out on my lunch break and ride? This is not a good carrot and hook.

They need to sweeten the deal somehow.

My day is going and coming. I don't have anywhere else to go.

I don't use Metro constantly so wouldn't work for me

This whole program will be full of technicalities.

It probably would make me want to get out and get that one more TAP to ride free on the weekend

It motivates me to think I'm going to go shopping and not pay extra

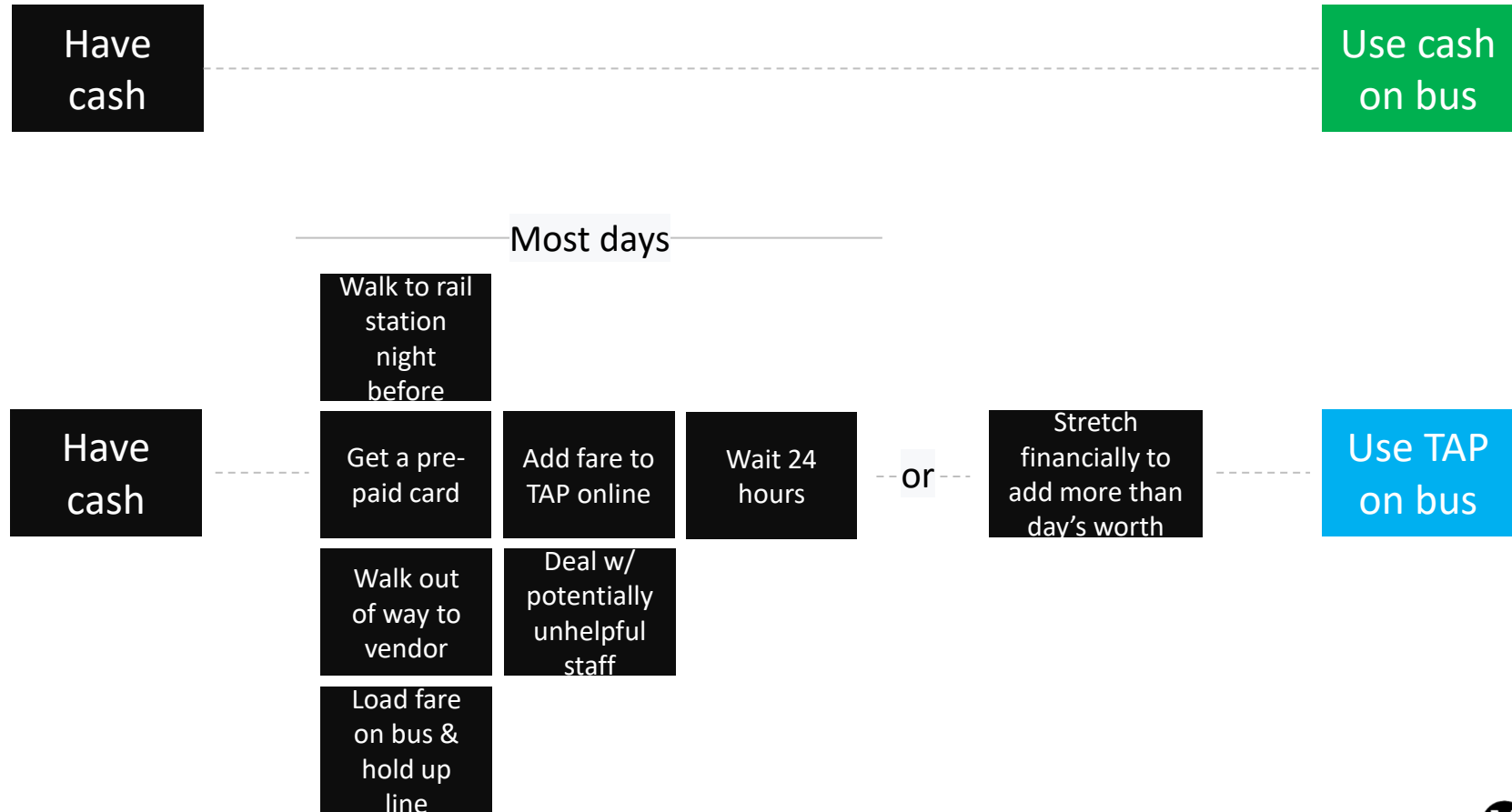
\*Fare-capping interest question had a bug and was only shown to about half of the cash-dominant riders. Two versions of the question were asked with minimal difference in responses.

Version 1: As you may have heard, Metro is considering launching a program called fare-capping, in which if you ride 10 times in a week, the rest of your rides that week would be free. In order to participate, you would need to use a TAP card. If Metro implemented fare-capping, how likely is it that you would use TAP for most of your Metro rides?

Version 2: In 2023, Metro plans to launch a new fare payment process. In this system, after your 3rd paid ride in a day (excluding free transfers), the rest of your rides that day will be free. After your 11th paid ride in 7 days (excluding free transfers), the rest of your rides in that 7-day period will be free. When this system is launched, how likely is it that you would use TAP for most of your Metro rides?

# Conclusions

# For many cash users, switching to TAP would require more steps (barriers)



## Converting cash-dominant riders to TAP will not be easy

We're asking...

- People who use cash for all/most of their purchases in life to use something different on Metro.
- Them to take more steps than just showing up and paying with cash.
- Them to either load fare every day or stretch themselves financially by putting more than they feel they can afford.

Converting cash riders to TAP will require...

**Clear substantial financial benefit**

**+**

**Steps as easy as cash**

(or painless enough that financial benefit outweighs trouble)

# How to convert cash-dominant riders to TAP

1. Make cash riders more aware of benefits of TAP and ways to get TAP
  - However, awareness alone won't convert too many people.
2. Target lowest hanging fruit—banked smartphone users to TAP App or Apple Wallet
3. Target lowest hanging fruit—cash-dominant riders who already use TAP some of the time
4. Increase # of TAP vendors:
  - Particularly near high-traffic, high-cash bus stops
5. Make TAP more prominent at vendors and easier to purchase
  - UX test how easy it is to load fare at a TAP vendor
6. Convert low-income riders to LIFE
  - Increase awareness of program
  - UX Test and Improve LIFE sign-up and usage process

## How to convert cash-dominant riders to TAP (continued)

7. Make it easier for Spanish-dominant speakers to feel comfortable navigating TAP
  - Include Spanish-first ads
  - Ensure all TAP touchpoints are in Spanish
8. Promote fare-capping to most-frequent cash riders
9. Find a work-around for low-income riders who don't want to put more than a ride/day's worth on their TAP card
10. Give less-than-6-day/week seniors, students, and disabled riders a reason to use TAP over cash
  - e.g. Require TAP to get senior, K-12, and disabled discounts
11. Make online fare loads automatically useable
12. Ensure TAP machines in good working order
13. Make TAP as easy to use as cash
  - UX test all TAP touchpoints & processes
  - UX test all discount program sign-up and usage processes

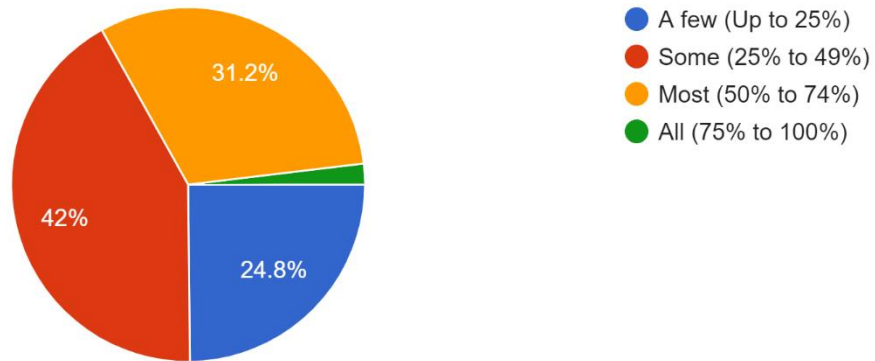
# Additional ideas to consider for converting cash-dominant riders to TAP

- Create a one-stop form for signing up for all fare products and discount programs
  - Unify all programs on the back-end
- Find a ways to get TAP closer to bus stops
- Lower cost per ride when using TAP
- Offer big promotional benefit of switching to TAP
- Make the TAP card a pre-paid card that can be used elsewhere
- Make train stations feel safer



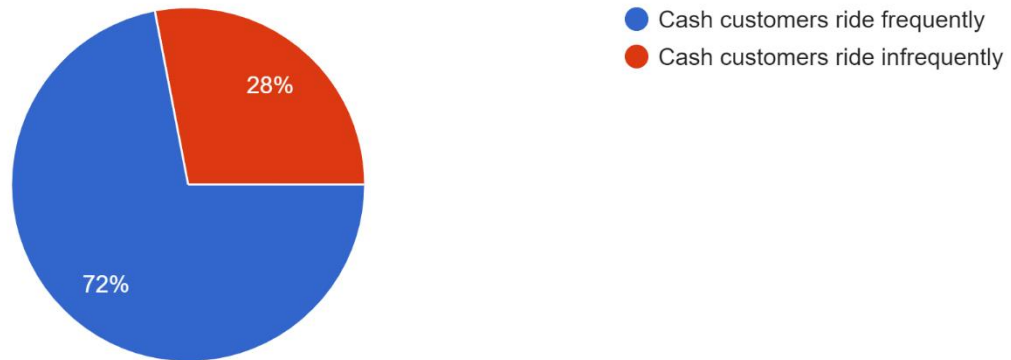
Based on your experience, how many customers typically pay with cash in a day?

157 responses



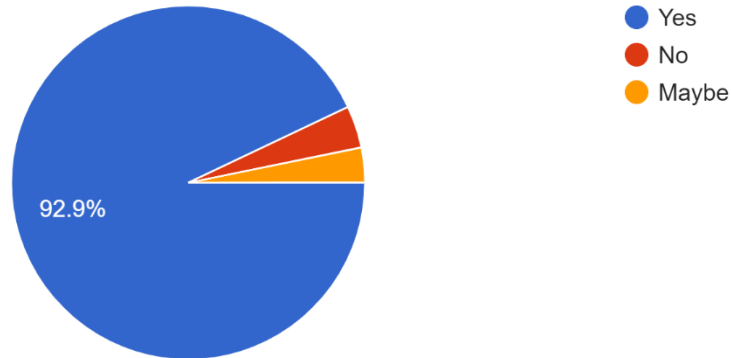
From what you recall, are these cash customers frequent or infrequent riders?

157 responses



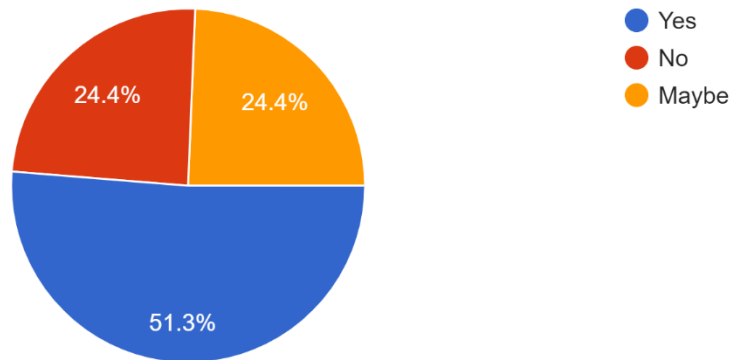
Are you aware that you can sell TAP cards and reload up to \$20 through the farebox when customers board?

156 responses



Do you think customers are aware they can buy TAP cards and reload their TAP cards on the bus at the farebox?

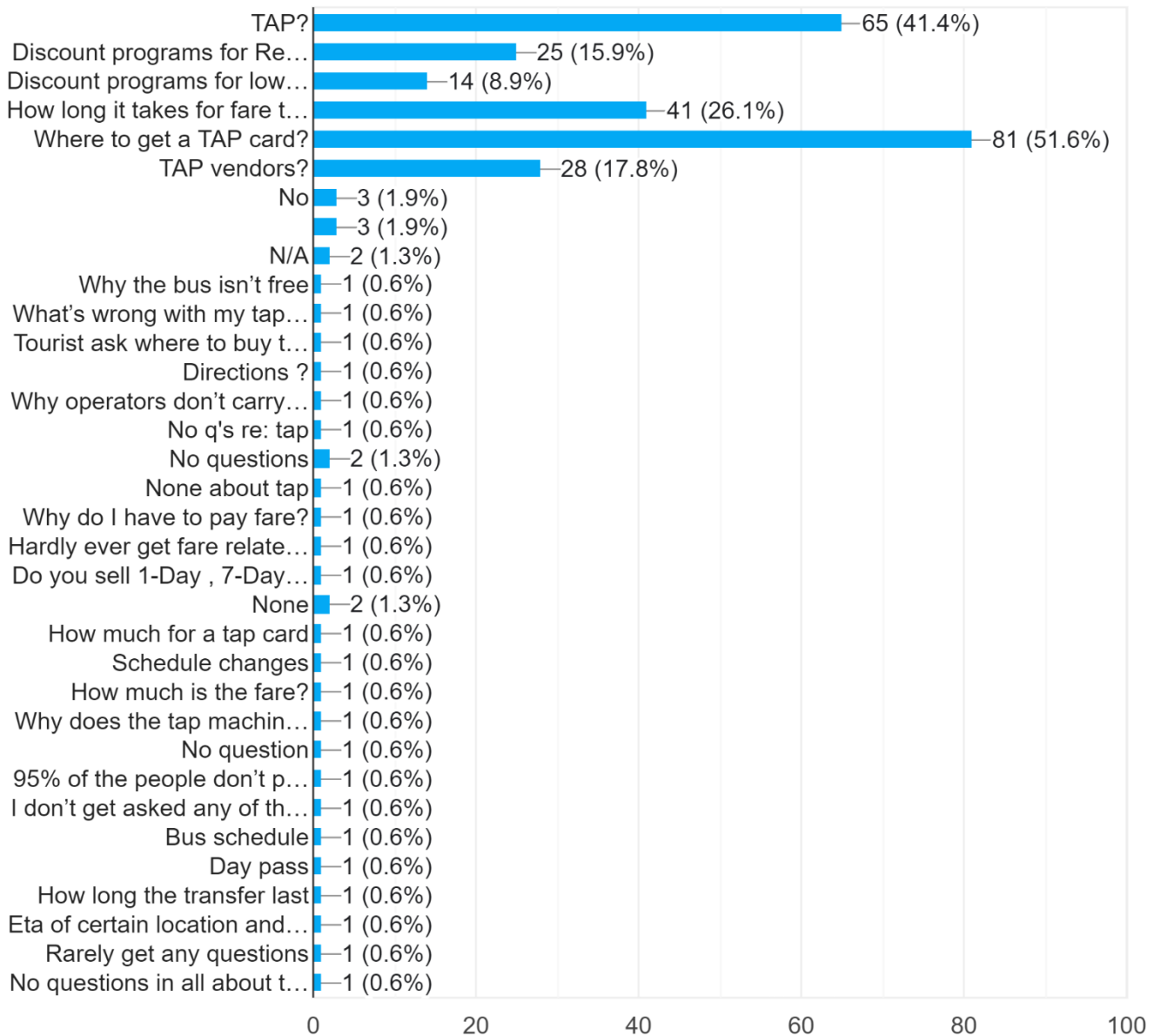
156 responses



Attachment E – Bus Operator Survey Questions and Results

Do you get a lot of questions about...

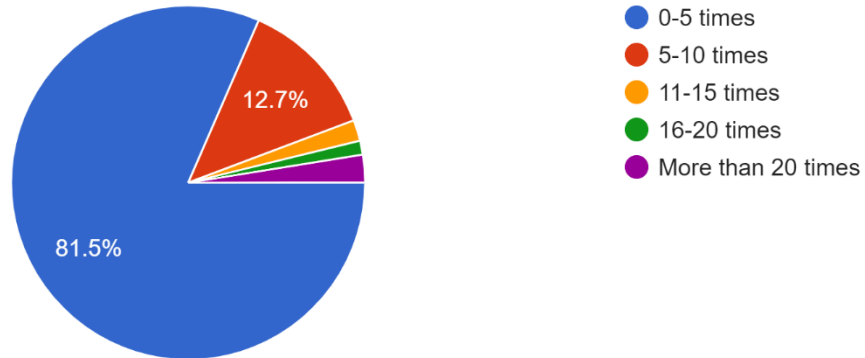
157 responses



Attachment E – Bus Operator Survey Questions and Results

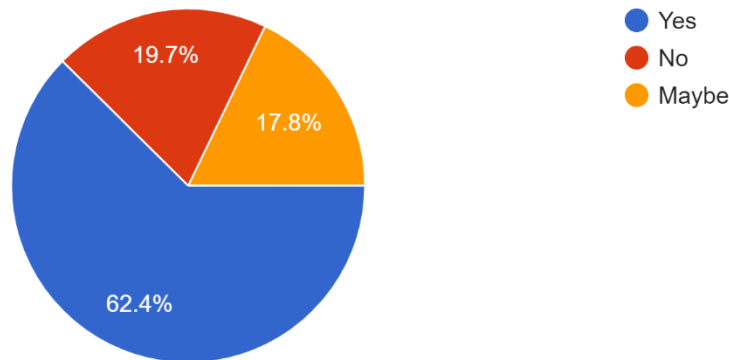
In one month, how often do you get asked questions on Metro's discount programs (i.e., Reduced Fare, Student GoPass, low-income fares, etc.?)

157 responses



Are you comfortable with giving answers and/or information to customers asking about Metro's discount programs (i.e., Reduced Fare, Student GoPass, low-income fares, etc.?)

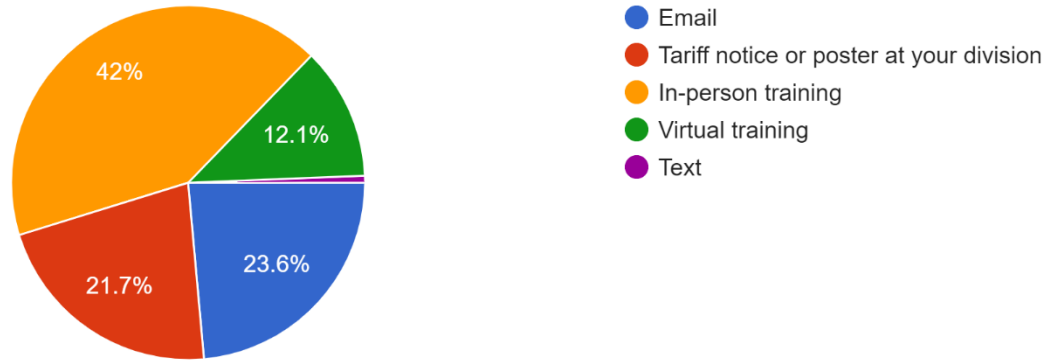
157 responses



Attachment E – Bus Operator Survey Questions and Results

How would you prefer to receive informational materials on upcoming changes or future Metro/TAP programs?

157 responses



Would you like to receive more training on the TAP card sale and ADD SV (reload) process? Or are there other areas you'd like to receive more training?

156 responses



## Cash to TAP Campaign Update

The “Cash to TAP” regional marketing campaign was launched to support the conversion of cash customers to TAP. In the first 12 weeks, the campaign generated over 600k impressions. Metro Marketing is continuing to run awareness ads across the various media channels which includes paid ads on Facebook and Instagram, Paid Search, Google search ads and programmatic digital ads with direct one-to-one access to target cash-paying riders, current Metro riders and residents in LA County who ride among the 26 TAP partner agencies. The primary goals of the media campaign are as follows:

- a. Increase TAP card usage & reduce cash throughout LA County
- b. Increase in TAP card account creation
- c. Increase in TAP app downloads

This targeted paid campaign utilizes an evergreen/always-on messaging and communications strategy. The current campaign will remain live in market through June 30, 2023. Staff utilizing TAP Blue Shirt ambassadors to help riders get a TAP card or download the TAP app and to distribute free cards at high cash-paying bus stops. Customer Care was provided information regarding the campaign in advance to address possible inbound calls.

This evergreen strategy recommendation reinforces the benefits of paying with TAP over cash and also prepares Metro riders for the upcoming fare changes and rollout of Fare Capping. The “Cash to TAP” campaign is seeing the most engagement in Paid Search. This allows Metro to gauge volume interest in hyper-targeted areas (key zip codes). Marketing and TAP are actively monitoring cash payments (currently 38%, post-pandemic) to determine the campaign’s effectiveness and inform adjustments in future messaging, creative and media channels.

### **Insights/Next Steps:**

Marketing and TAP will continue to evaluate the performance of the current media ads to gauge potential data performance increases within certain zip codes. To complement this effort, staff will also add another outdoor communication touchpoint using bus bench ads at high-paying cash bus stop locations.

Given the nominal decrease in cash paying thus far, Marketing’s addition of the OOH tactic (out-of-home bus benches) to the media mix during the upcoming Creative Rotation 2 (timing is April 2023) can impact campaign metrics/results. OOH and Search have a symbiotic relationship when applied together and the role of this strategy would be to help decrease cash payments on the bus system. Last, Metro Communications looks to test and learn with our next creative refresh. Below are examples of the current creative direction (rotation 1) and an overview of the upcoming creative direction (rotation 2).

### **Creative Rotation 1 (November 2022-Ongoing):**

- Still paying with cash? Switch to TAP for big savings

- Ride more, for less, with a TAP card
- Ride more transit for less with TAP
- Unlock discounts with TAP

*On Board Posting Example (English & Spanish versions):*



DISPLAYED AT 55%



DISPLAYED AT 55%

### **Creative Rotation 2 (Upcoming: March-June 2023)**

Learnings from market research efforts continue to inform the creative look & feel for the remainder of the campaign through June 2023. The creative for this rotation is currently in development with Metro Design Studio. Marketing and TAP staff have recommended general messaging and a Call to Action (CTA) with the goal of reminding riders that paying with TAP is accessible and easy.

Sample messaging below:

- Find TAP cards and load cash at hundreds of locations in LA County
- Ride more, pay less, with TAP
- Use TAP to ride on bus and rail

*Creation Rotation 2: On Board Posting Example (English & Spanish versions):*



**Fiscal Year 2024 Approach:**

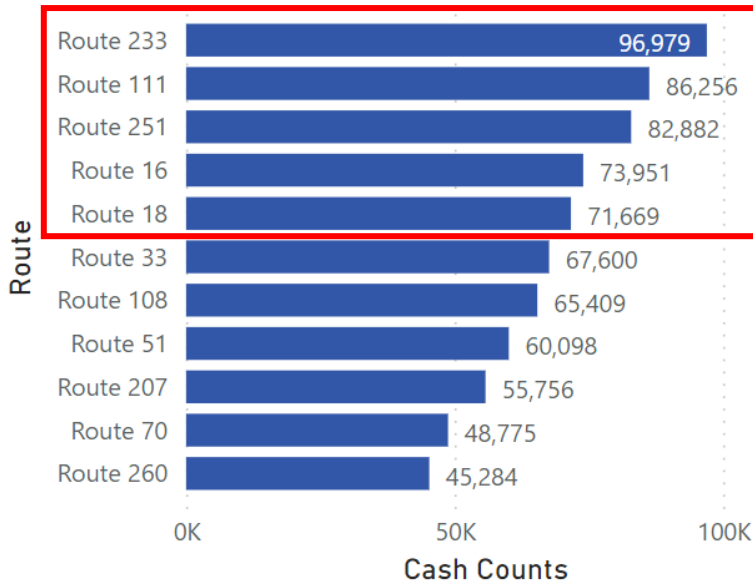
Based on FY23 performance analytics, Marketing will re-evaluate the paid media channel mix based on interest and engagement seen through Paid Search marketing. Paid Search volume in key zip codes will help inform the building or lacking awareness in key areas. Data will be available in late summer 2023 for review and assessment which will inform paid tactics for FY24. Based on this knowledge, Marketing will develop an integrated, multilingual marketing communications campaign that includes Paid Search, paid and organic social media and targeted earned media outreach about the program. This plan can go live in the market in 2nd quarter of FY24.

**Campaign effectiveness**

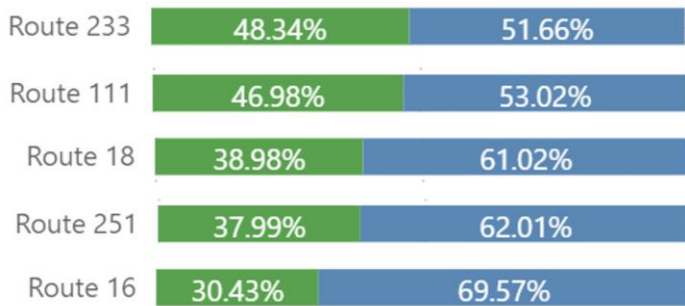
While the campaign is regional, staff is monitoring cash and TAP use on 5 specific high transaction and high cash use bus lines to help track effectiveness. All marketing tactics and paid media are being targeted towards riders in zip codes along these lines. Ideally, these tactics will result in a slow and steady decrease in cash use which will be apparent along these lines. The following bus lines were identified as bus lines with the highest ridership and a high number of cash transactions:



### Cash Counts by Route

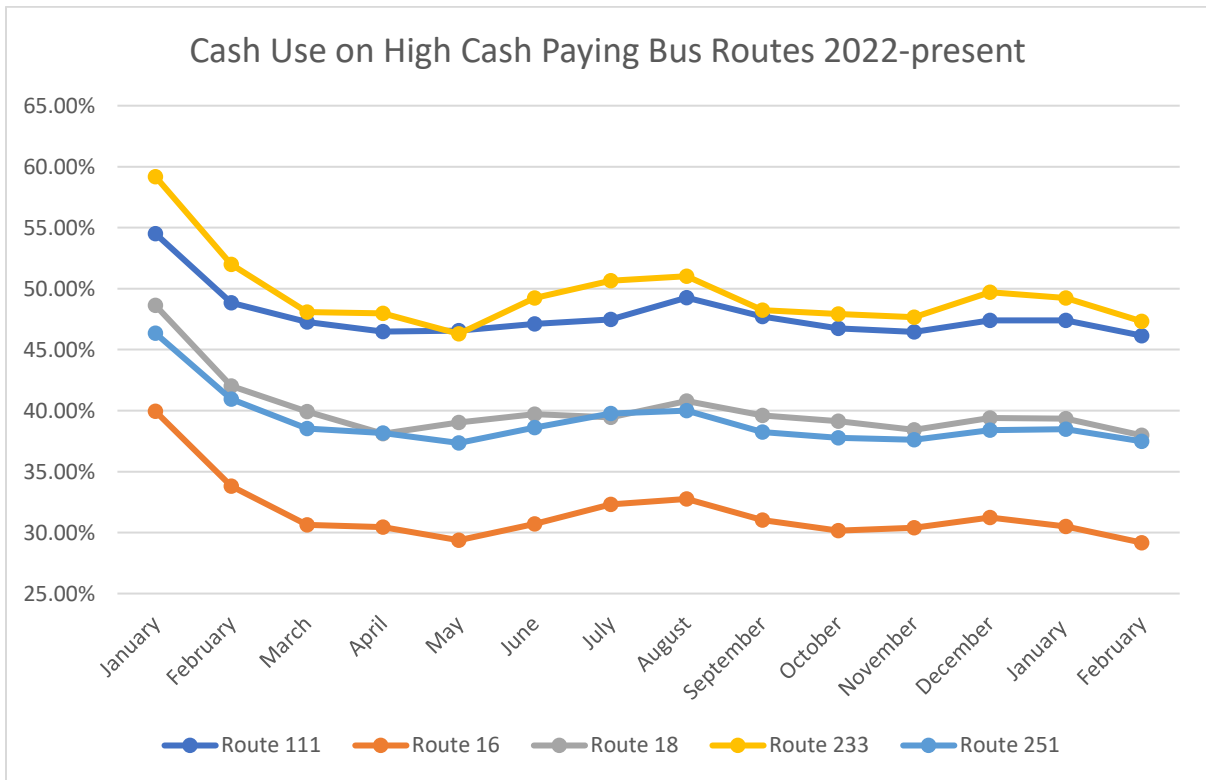
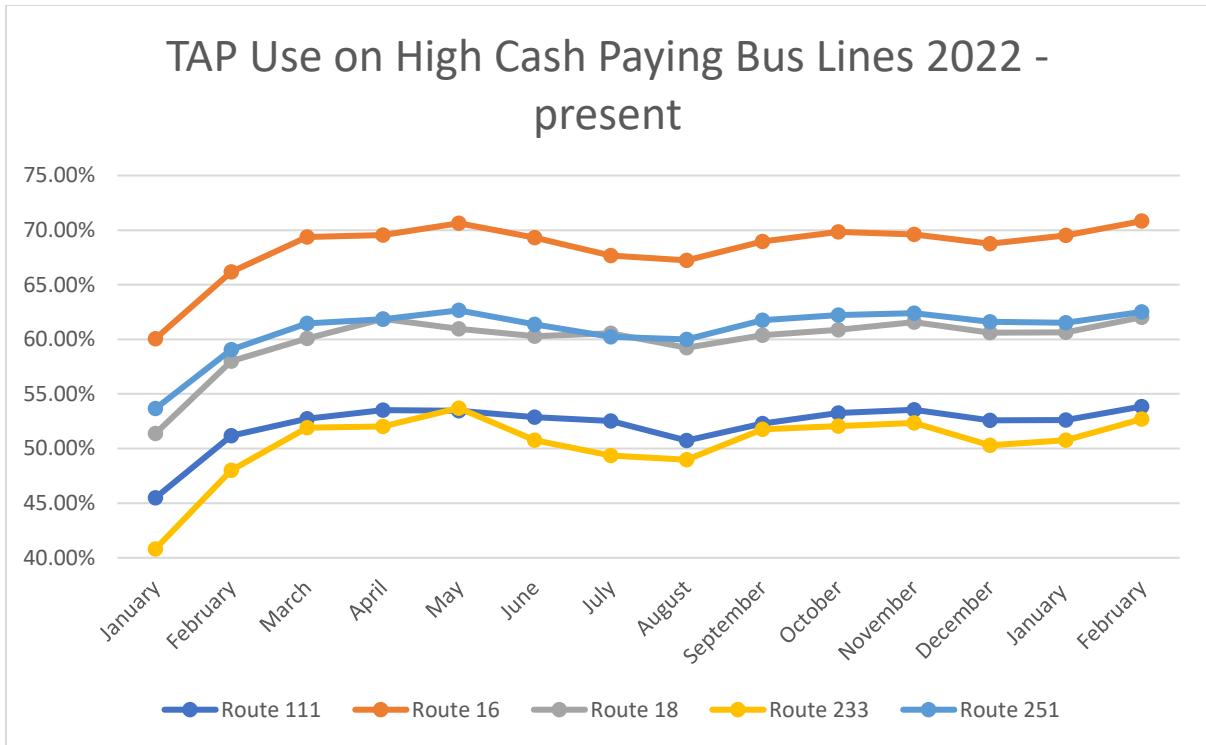


Source: [Metro Bus Transactions](#) Dates 9/1/22 -3/1/23



Source: [Metro Bus Transactions](#) Dates 9/1/22 -3/1/23

Like the rest of the system, cash and TAP use on these bus lines have leveled off:



Source: [Metro Bus Transactions](#)

Staff will continue to monitor cash and TAP use along these routes and adjust the strategy by leveraging the insights learned from the market research. Overall,

converting cash riders to TAP is a long-term goal and will require an ongoing effort, including multiple campaigns and promotions, to change riders' behavior.



# METRO FARE CAPPING CUSTOMER JOURNEYS

January 20, 2023

# BACKGROUND

Metro is preparing to launch a new program which is a major change to the current fare system, known universally as “fare capping.” Under this new program, riders utilizing a TAP card to pay for fares will ride for free after they have hit their maximum number of fares paid during a given timeframe. This change needs to be communicated to LA County communities of frequent, occasional, and potential transit riders. Tactics to drive interest in learning more and drive traffic to a landing page are needed, as the details of the program are too complicated to communicate effectively in short-form advertisement.

# GOALS

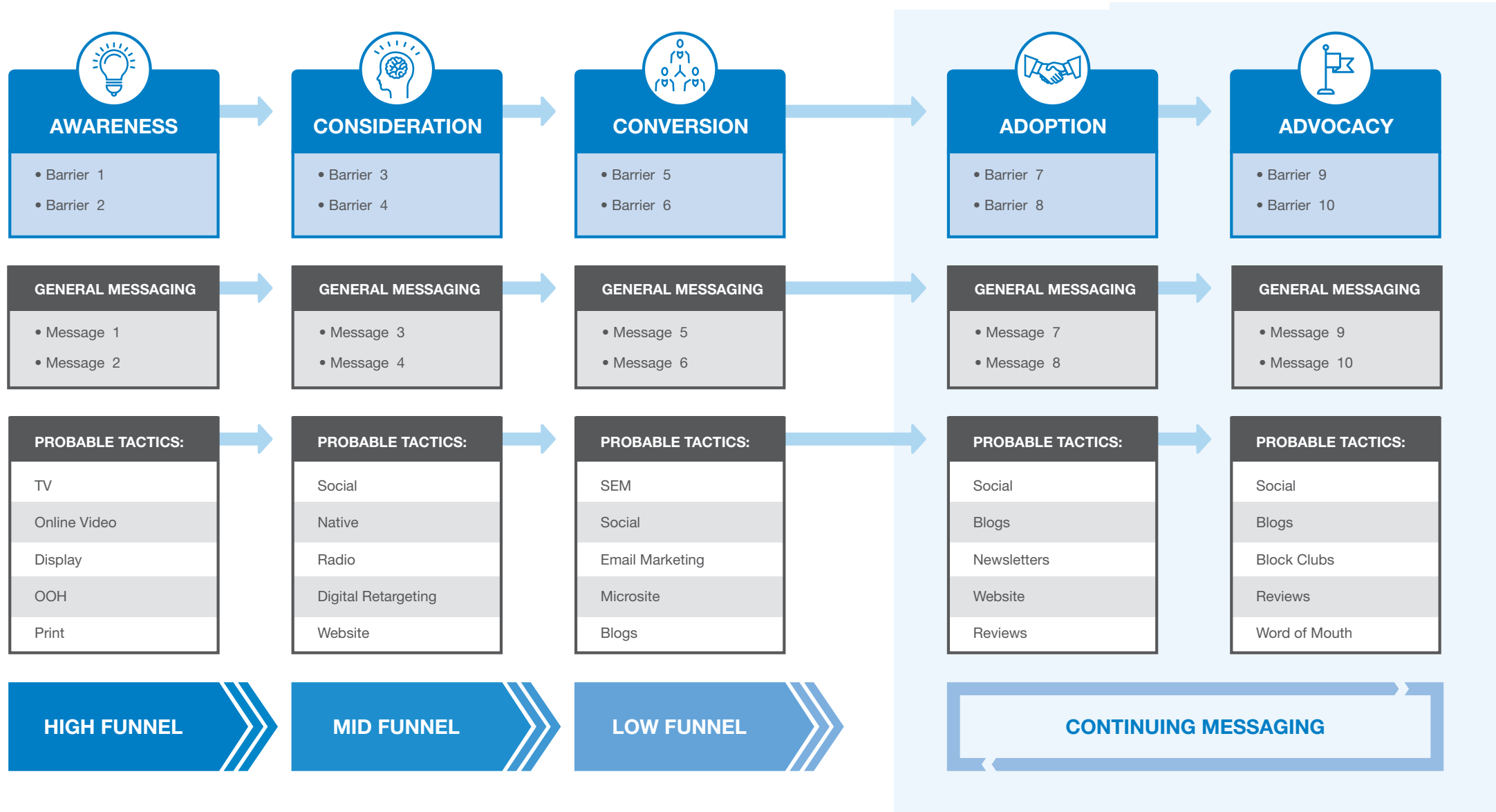
- Determine barriers at each stage of the customer journey
- Assess general messaging points to overcome barriers
- Consider owned media ad space and paid media tactics to implement with the general messaging at each journey stage



# WHAT IS A CUSTOMER JOURNEY?

A customer journey is a proven marketing exercise guiding a business through all the steps a potential customer will take along the desired conversion process. A journey should also consider how to manage customers after the conversion, so they continue the desired action and encourage their social circles to do the same.

# CUSTOMER JOURNEY TEMPLATE





# WHY ARE CUSTOMER JOURNEYS IMPORTANT?

Customer journeys are important because they compel the business to think strategically about the customer along each possible touchpoint.

Separating and analyzing each journey step allows campaigns to be strategic in what they're messaging and where it's being messaged. If properly strategized and executed, the customer will proceed to the next journey stage and, ideally, the final conversion point.

PRE-LAUNCH





Awareness

Consideration

Conversion

## Barriers

- Doesn't know Metro fares are changing
- Doesn't ride Metro regularly
- Is unfamiliar with the concept of "fare capping"
- Doesn't have consistent access to the internet
- Doesn't understand why Metro fares are changing
- Doesn't think fare changes are applicable to them (half-price fare remnant)



Awareness

Consideration

Conversion

## General Messaging

- Metro is changing how you pay for rides
- Learn more about how ride fare changes affect you
  - Digital and analog options
- Find out how you can benefit from fare capping (with a TAP card)



Awareness

Consideration

Conversion

### Possible Tactics

- Out-of-home (Billboards, bus benches, bus shelters, etc.)
- Terrestrial radio
- Broadcast television
- Public relations/press releases
- Digital display banners
- Email campaign to current riders
- Street teams
- Owned Metro signage at stations/buses/rail cars
- Alerts on Metro.net homepage
- Community outreach



Awareness

Consideration

Conversion

## Barriers

- Doesn't know where to learn more about pending fare changes/capping
- Can't easily access fare change/capping information
- Is unfamiliar with TAP card
- New fare system is confusing and don't know how to proceed
- Doesn't ride Metro frequently enough to benefit
- Only perceives the fare changes as a price increase
- Prefers current fare routine/habit



Awareness

Consideration

Conversion

## General Messaging

- Metro fares will increase to \$1.75, but will have fare capping
  - Pay for 3 rides, the rest of the day is free
  - Pay for 11 rides, the rest of the week is free
- Having a TAP card unlocks all the free fare capping benefits
- Metro offers discount fare programs for those who need it



Awareness

Consideration

Conversion

### **Possible Tactics**

- Community based organizations outreach
- Flyers/brochures/collateral
- Social media (paid and organic)
- Online video/connected television/streaming video platforms
- Digital radio
- Native ads
- Community meetings
- Blogs
- Media pitching (PR)
- Microsite (with clear explanations and custom rider scenario interface)





Awareness

Consideration

Conversion

## Barriers

- Is unbanked/no credit card/prefers cash
- Can't afford to load TAP card/can only afford per-ride payments
- No TAP kiosk or retail location close to them/inconvenient
- Doesn't have/can't use TAP app
- Have encountered problems using/loading TAP card in the past



Awareness

Consideration

Conversion

## General Messaging

- Here's where and how to register for a TAP card
- Download the TAP app
- Register for LIFE/GoPass/other applicable programs
- Tips to pre-load a TAP card on a budget



Awareness

Consideration

Conversion

## Possible Tactics

- Search Engine Marketing (SEM)
- App store ads (Android and Apple)
- Digital ad retargeting
- Pop-up TAP registration tables
- TAP registration ride-alongs
- Metro hotline or contact us page

# PRE-LAUNCH JOURNEY TAKEAWAYS

- Pre-launch communications should prioritize **high-awareness** tactics informing current and potential riders Metro fare changes are coming and where can they find the details.
- The pre-launch phase must have a resource (microsite, collateral, or something else) that is accessible and informative that all riders understand. Primary objective should be driving riders there.
- No need to consider “post-conversion” customer journey steps during the pre-launch phase. Adoption and advocacy cannot occur until fare changes initiate.

# POST-LAUNCH





## Barriers

- Did not know Metro fares changed
- Doesn't ride Metro regularly
- Is unfamiliar with the concept of "fare capping"
- Doesn't realize fare capping only applies to those with a TAP card
- Doesn't have consistent access to the internet
- Confused about the change and why they're paying more



## General Messaging

- Metro's fare system has changed
- Learn more about how the new ride fare system affects you
  - Digital and analog options
- Find out how you can benefit from fare capping (with a TAP card)



## Possible Tactics

- Out-of-home (Billboards, bus benches, bus shelters, etc.)
- Terrestrial radio
- Public relations/press releases
- Digital display banners
- Email campaign to current riders
- Owned Metro signage at stations/buses/rail cars
- Alerts on Metro.net homepage
- Community outreach





## Barriers

- Doesn't know where to learn more about new fare structure/capping
- Can't easily access fare change/capping information
- Is unfamiliar with TAP card
- New fare system is confusing and don't know how to proceed
- Doesn't ride Metro frequently enough to benefit
- Only perceives the fare change as a price increase
- Prefers current fare routine/habit



## General Messaging

- Metro fares have increased to \$1.75, but will have fare capping
  - Pay for 3 rides, the rest of the day is free
  - Pay for 11 rides, the rest of the week is free
- Having a TAP card unlocks all the free fare capping benefits
- Metro offers discount fare programs for those who need it (e.g., LIFE)



## **Possible Tactics**

- Community based organizations outreach
- Flyers/brochures/collateral
- Social media (paid and organic)
- Online video/connected television/streaming video platforms
- Digital radio
- Native ads
- Community meetings
- Blogs
- Media pitching (PR)
- Microsite (with clear explanations and custom rider scenario interface)



## Barriers

- Is unbanked/no credit card/prefers cash
- Can't afford to load TAP card/can only afford per-ride payments
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- Have encountered problems using/loading TAP card in the past



## General Messaging

- Here's where and how to register for a TAP card
- Download the TAP app
- Register for LIFE/GoPass/other applicable programs
- Tips to pre-load a TAP card on a budget



## Possible Tactics

- Search Engine Marketing (SEM)
- App store ads (Android and Apple)
- Digital ad retargeting
- Pop-up TAP registration tables
- TAP registration ride-alongs
- Metro hotline or contact us page



## Barriers

- Can't afford to regularly add funds
- Doesn't benefit from fare capping due to insufficient ride totals
- Rides Metro less than before
- Finds using TAP too complicated or problematic



## General Messaging

- Surpass your daily/weekly ride limits to receive benefits
- Learn where Metro can take you around LA
- Tips to maximize your Metro travel budget





## Possible Tactics

- Rider digital media retargeting
- Email marketing (rider emails)
- Social media (all channels)
- SEM
- Native ads
- Long-term relationship building with CBOs and community leaders
- Trip inspiration pages or campaign creative



## Barriers

- Doesn't have a forum to share their Metro advocacy
- Doesn't know who to spread their Metro advocacy to
- Doesn't see a benefit to spreading Metro advocacy



## General Messaging

- Tell your fellow riders how they can avoid overpaying Metro fares
- Tell us how you've benefitted from fare capping
- Let us show our appreciation for being a Metro advocate



## Possible Tactics

- Message boards/public forums/community leaders
- Social media (Facebook, Nextdoor, TikTok)
- Influencers
- Rider testimonials
- Rider benefit case studies
- Rider rewards or referral program

# POST-LAUNCH JOURNEY TAKEAWAYS

- Post-launch communications should prioritize **consideration** tactics educating current and potential riders about the fare changes and why a TAP card is required to not overpay.
- The post-launch phase's primary objective should be TAP registrations. After being informed of the new fare structure, riders should be encouraged to register for TAP (or reload their current card, autopay)
- A secondary objective could be to increase TAP usage. Once riders transition to a TAP card, we want them to use it more to receive the benefits of fare capping.



**Metro<sup>®</sup>**

## FARE CHANGES AND FARE CAPPING MARKETING STRATEGY

### **Fare Change and Fare Capping Launch Campaign to Educate Riders on the new Metro Fare Policy Change**

The Metro Board of Directors approved a package of several fare changes, including fare capping, which together will make Metro fares simpler and more equitable. Metro's new fare policy, known universally as fare capping, is a major change to the current fare system. Under this new fare policy, riders paying with a TAP card will ride for free after they have reached their maximum number of fares paid in a 1-Day and 7-Day time period. This change needs to be communicated to LA County communities of frequent, occasional, and potential Metro riders. Tactics to drive interest in learning more and drive traffic to a landing page are needed to effectively communicate program details outside of short-form advertisements such as digital ads. A comprehensive marketing plan for Metro's fare changes and fare capping policy will include Metro-owned assets on the bus and rail system, along with paid media. This plan is in development and will intersect with the customer journey and mitigate any potential rider confusion.

### **Fare Changes and Fare Capping Marketing Strategy:**

The Marketing approach is focused on utilizing an evergreen/'always on' messaging strategy with Metro as the parent brand and TAP as the brand. Marketing is developing messaging that will extend to all the programs that are powered by TAP: Fare Changes and Fare Capping, LIFE, Reduced Fares and Students K-12/College Vocational riders. Focusing on communication by audience, rather than by program, will allow each audience to easily identify which benefit is best for them.

### **Target Audiences:**

#### **Primary**

- All Metro riders
- Metro pass holders (full/reduced fare)
- Metro Low Income Riders (LIFE)

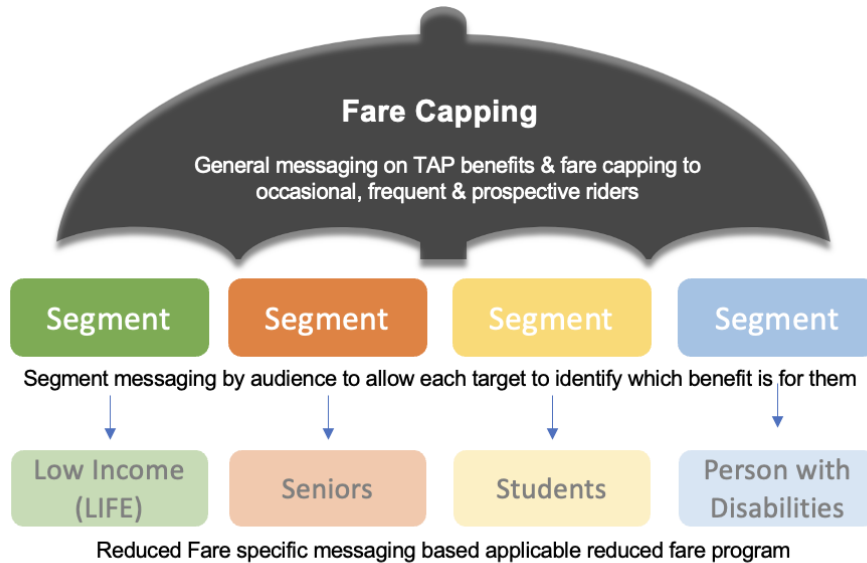
#### **Secondary**

- Metro cash paying riders
- Casual riders/tourists unfamiliar with transit

### **Flighting strategy:**

To best prepare customers for these changes and to ensure they understand how they will be affected, Marketing's campaign flighting approach will have both Fare Changes

and Fare Capping general messaging and Reduced Fares/LIFE messaging running simultaneously. This allows us to reach our audience but also refine and recommend the fare product that suits their needs.



## Fare Changes and Fare Capping Campaign Phases

### Campaign Approach by Phase:

#### **PRE-LAUNCH:** June 1- June 30

During the pre-launch phase, Staff will leverage a mixture of high-awareness media channels to pique the interest of current riders and public customers. The campaign will highlight the benefits of the Fare Changes and will be featured on Metro owned outlets. (i.e., metro.net, tap app, bus and rail interior posters). For the general public, the message will be Fare Capping “Coming soon” and will be on public-facing marketing materials (ie, digital banner ads, Bus and Rail vehicle wraps) to let riders know that they have a lot to gain by staying tuned.

#### **LAUNCH:** July 1- Sept 30

During the launch phase, staff will leverage a similar media mix to the pre-launch stage, and will increase the weight on high awareness media channels such as Out of home (OoH), Paid Digital and Search Engine Marketing to amplify awareness and engagement. A blend of high-impact scalable media tactics will complement owned and earned media. The messaging approach will be similar to pre-launch but Fare Capping



messages will now target segmented audiences: LIFE, Reduced Fares Seniors & Persons with Disabilities and Students K-12 and College/Vocational.

**SUSTAIN:** Oct 1 – Dec 31

During the sustain phase, staff will maintain awareness through fundamental digital channels that are cost efficient and can educate riders about the benefits and effects of Fare Capping.

A targeted media mix for each audience segment is being developed. Recommended channels per target audience will dictate creative images and segmented messages. Please note, messages are still in draft at this stage and are not final. Staff has a clear strategy in place to develop future fare-capping messages which are outlined below:

### **Developing Fare-Capping Messages**

A two-phase message testing research approach is being utilized to develop and refine fare-capping messages.

#### **1. Phase 1: Fare Capping Messaging Focus Groups**

- **Approach:** Eight early draft fare capping message concepts were shared with participants and evaluated for their clarity and appeal.
- **Methodology:** Twelve focus groups were held with cash and TAP users, six in English and six with Spanish-dominant speakers. Participants included:
  - Riders who ride at least once a week (most ride 3+ days/week)
  - Mix of ages (20 to 72), genders, ethnicities, incomes below \$50,000, and geographic residences within LA County.
- **Findings** include:
  - The best-performing concepts contained:
    - “Free rides” in the headline or prominently placed.
    - “Unlimited rides”
    - “Never pay for more than...”
    - “For the rest of the day” or “for the rest of the 7-day period”
  - Confusing or troubling terms and phrases included:
    - “Just add Stored Value.” The term Stored Value was not understood. Participants called for plain language like “Just add money to your TAP card.”
  - Key points to clarify in messaging:
    - Free transfers do not contribute toward fare caps.
    - Passes are going away and being replaced by fare capping.
  - Interest in fare capping was mixed:
    - Very few felt they rode Metro enough to benefit from fare-capping, including those riding 3-5+ days per week.

- Nearly all felt the caps were too high and the benefit was too low.
- Many were suspicious that Metro was doing this for their own good.
- Riders have bigger concerns and desires than this fare change, i.e. buses arriving on time and it being safe to ride.

## 2. Phase 2: A/B Message Test Survey

- **Approach:** Revised messages, incorporating learnings from the focus groups are currently being tested for clarity and appeal in an A/B test survey.
- **Methodology:** Survey of n=900 adult monthly Metro bus riders with demographics weighted to mirror the 2022 CX Survey.
- **Timings:** Survey is currently in field and results are expected by March 24<sup>th</sup>.

## TAP vendor growth in Spanish Markets and Non-English-Speaking Neighborhoods:

TAP recently onboarded 21 Northgate Market TAP barcode locations and RIA Money Transfer Services, serving the Latinx community. Plus, 26 additional RIA locations will be onboarded by the end of the second quarter. The addition of Northgate Market and new RIA Money Transfer Services make it convenient for Spanish speaking customers to take advantage of TAP benefits at local and familiar locations in their community.

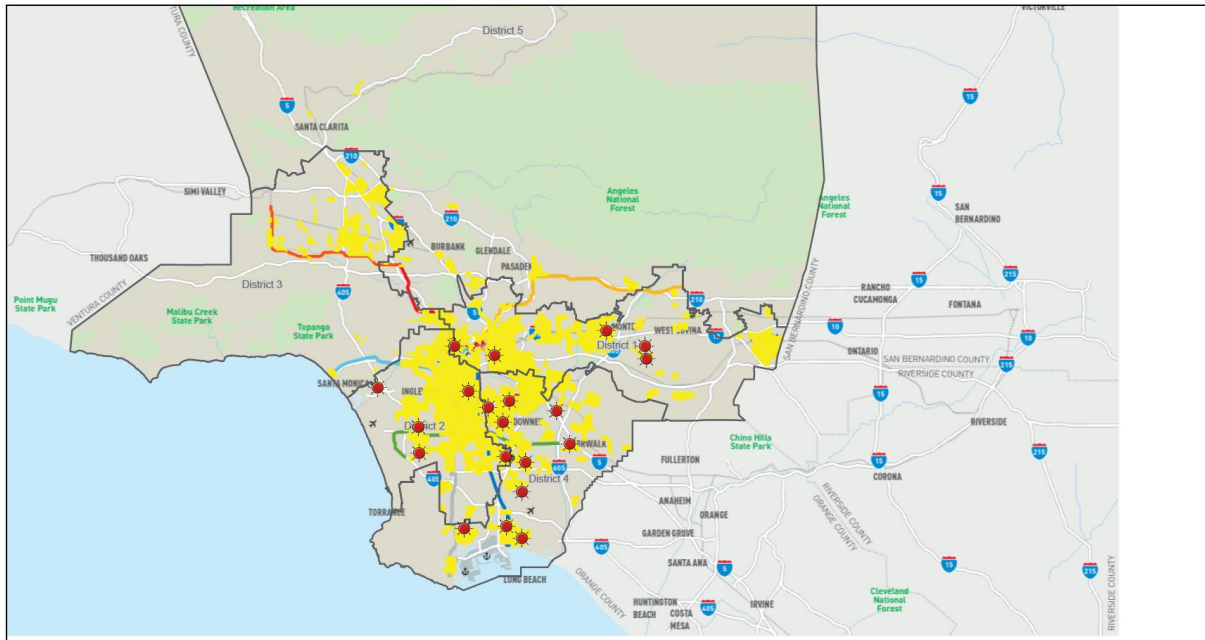
The following is a list of the 21 Northgate Market locations added to the TAP Vendor Network within the supervisorial districts:

### Northgate Barcode Locations

Northgate Markets-Supervisorial District		
Account Name	City	Supervisorial District
Northgate Market #2	La Habra	--
Northgate Market #4	Pico Rivera	District 4
Northgate Market #6	La Puente	District 1
Northgate Market #10	Bell	District 4
Northgate Market #12	Long Beach	District 4
Northgate Market #17	Paramount	District 4
Northgate Market #19	South Gate	District 4
Northgate Market #20	El Monte	District 1
Northgate Market #22	West Covina	District 1
Northgate Market #23	Wilmington	District 4
Northgate Market #24	Norwalk	District 4
Northgate Market #25	Hawthorne	District 2
Northgate Market #32	Compton	District 2
Northgate Market #33	Los Angeles	District 1
Northgate Market #35	Inglewood	District 2
Northgate Market #37	Boyle Heights	District 1
Northgate Market #38	Los Angeles	District 2
Northgate Market #39	Long Beach	District 4
Northgate Market #41	Culver City	District 2
Northgate Market #42	Long Beach	District 4
Northgate Market #45	South Gate	District 4

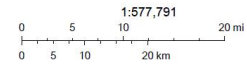
Map of Northgate Vendors by Supervisorial Districts

Northgate Markets - Metro EFC Map



2/27/2023, 12:04:09 PM

-  Northgate Market
-  County Supervisorial Districts
-  EFCs (Updated 2022)



ArcGIS Web AppBuilder  
Systems Analysis & Research, Countywide Planning & Development, LA Metro | County of Los Angeles

The following is a list of new RIA locations that have been recently onboarded, followed by the list of the remaining 26 locations.

New RIA Locations	
Ria Branch (El Super-Covina)	Covina
Ria Branch (El Super-Baldwin Park)	Baldwin Park
Ria Branch (El Super- La Puente)	La Puente
Ria Branch (El Super-Pico Rivera)	Pico Rivera
Ria Branch (El Super-Pomona)	Pomona
Ria Branch (Cesar Chavez Ave-LA)	East Los Angeles
Ria Branch (Broadway-LA)	Los Angeles

RIA Locations to be onboarded by the end of Q2	
Ria Branch (Superior 1)	Los Angeles
Ria Branch (Superior 2)	Los Angeles
Ria Branch (Superior 3)	Lynwood
Ria Branch (Superior 4)	South El Monte
Ria Branch (Superior 5)	Cudahy

Ria Branch (Superior 6)	Montebello
Ria Branch (Superior 7)	Huntington Park
Ria Branch (Superior 8)	Los Angeles
Ria Branch (Superior 9)	Pacoima
Ria Branch (Superior 10)	Compton
Ria Branch (Superior 11)	East Los Angeles
Ria Branch (Superior 12)	City of Industry
Ria Branch (Superior 13)	Covina
Ria Branch (Superior 14)	Long Beach
Ria Branch (Superior 15)	North Hollywood
Ria Branch (Superior 16)	Long Beach
Ria Branch (Superior 17)	Inglewood
Ria Branch (Superior 18)	Baldwin Park
Ria Branch (Superior 19)	Los Angeles
Ria Branch (Superior 20)	Pico Rivera
Ria Branch (Superior 21)	Los Angeles
Ria Branch (Superior 22)	Los Angeles
Ria Branch (Superior 23)	Gardena
Ria Branch (Superior 24)	Maywood
Ria Branch (Superior 25)	Pomona
Ria Branch (Superior 26)	El Monte

### TAP Vendor Overview:

The TAP Vendor Network currently consists of 1,526 traditional and barcode locations around LA County where riders can purchase TAP cards and load fare. Since November 2022, there has been continued vendor growth, especially multi-lingual businesses in local, familiar locations, which have increased TAP presence in underserved communities such as South Los Angeles, East Los Angeles, and Maywood.

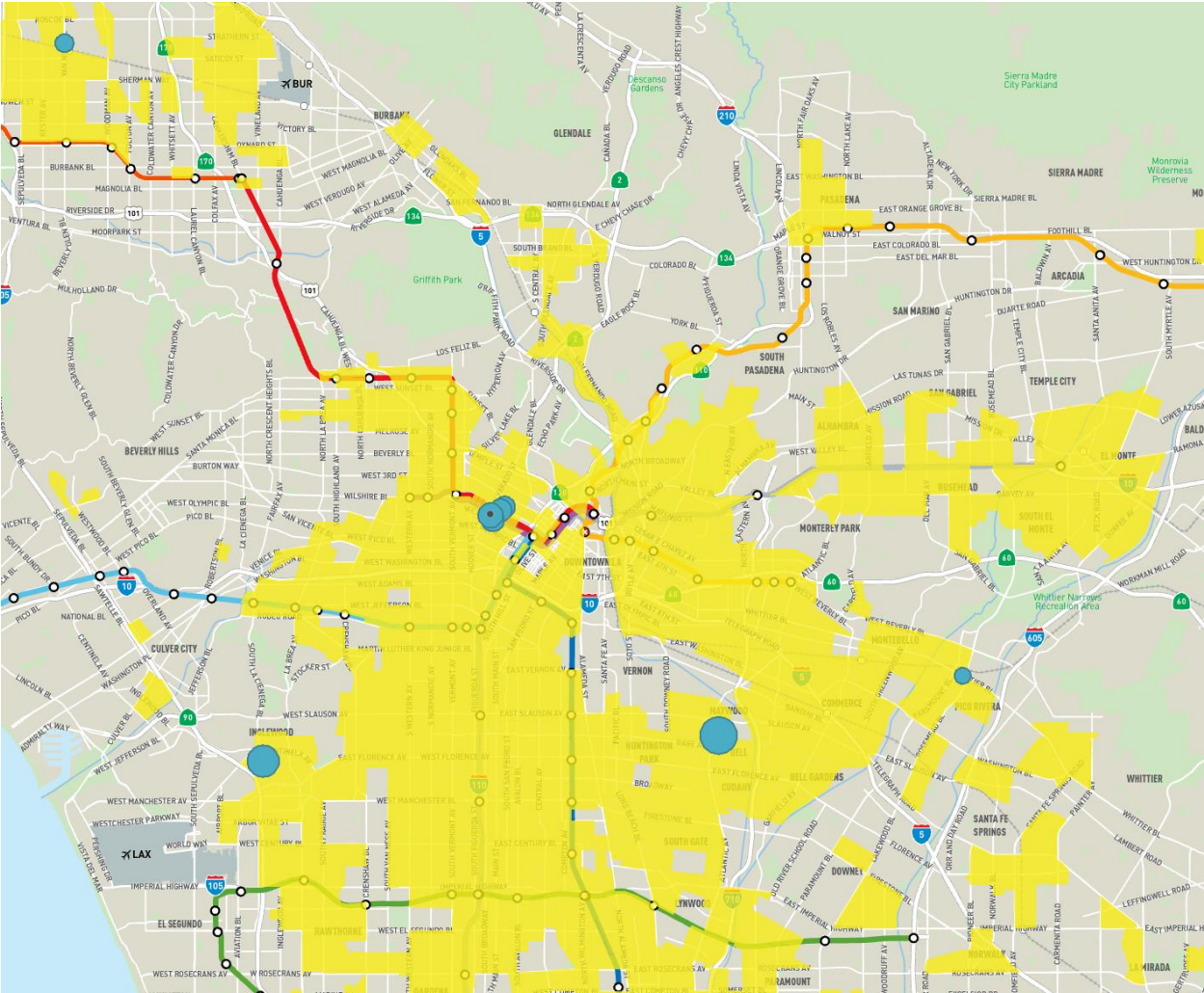
The following is a list of 9 traditional vendors added to the TAP Vendor Network since November 2022:

### Traditional Vendor Locations

Traditional Vendor Locations	
Chavez Cellular*	Los Angeles
Chavez Cellular #3*	Los Angeles
Chavez Cellular #4*	Los Angeles
Los 3 Amigos Market*	Los Angeles
PLS Check Cashers- Panorama City *	Panorama City
PLS Check Cashers- Van Nuys *	Van Nuys
Maywood Quick Check #2*	Maywood
Pico Check Cashing *	Pico Rivera

Postal Plus Business Center	Inglewood
-----------------------------	-----------

\*Spanish spoken at these locations



● 8 new vendors locations are located in Equity Focused Communities

**TAP Vendor Recruitment Efforts for 2023**

There are ongoing efforts to recruit vendors within Limited English Proficiency (LEP) neighborhoods, such as Little Armenia, Korea Town, and Boyle Heights to increase the number of vendors who speak Armenian, Korean, and Spanish and serve these communities. There will also be a focus on vendor recruitment in areas with a high

percentage of fare paid in cash, such as Pico Rivera, City of Commerce, Norwalk, and La Mirada.

### TAP Vendor Locator – Language Enhancement

To support Limited English Proficiency (LEP) customers, the TAP vendor team is working to identify the languages spoken by current TAP vendors through a questionnaire distributed via an eblast in Spring 2023. The data received will be stored on the TAP vendor’s Salesforce accounts and displayed on the TAP Vendor Locator on taptogo.net.

This enhancement will allow customers to search not only for a vendor within their area but also find a vendor that speaks their preferred language. This effort will further TAP’s goal of accessibility and equity throughout the system.

See Figure 1 and 2 for where LEP language information will be displayed.

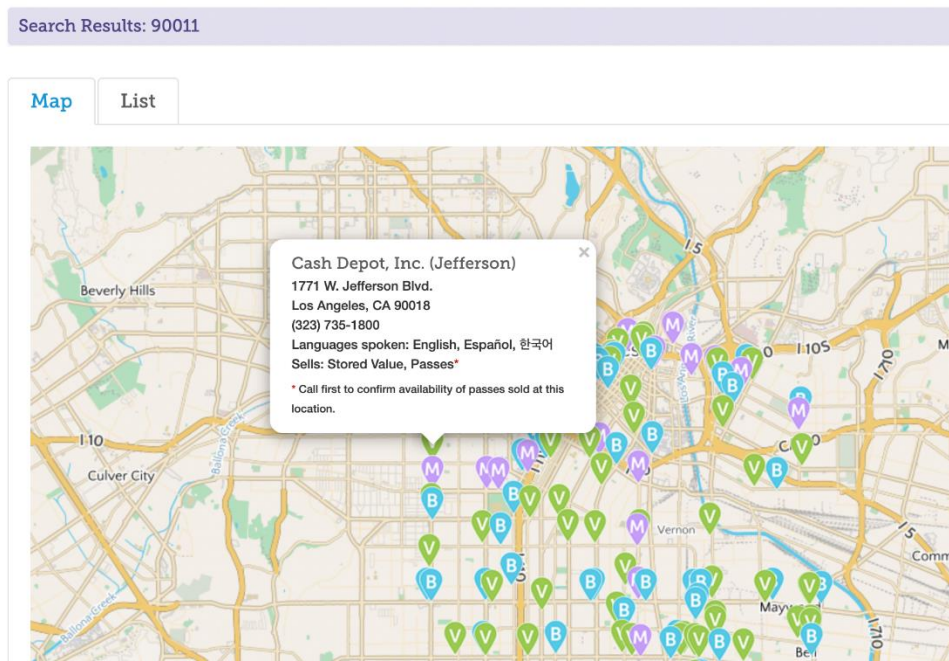


Fig. 1: Map View



Fig. 2: List View

Item #2023-0002

**FARE CAPPING MARKETING UPDATE, CASH TO TAP  
CONVERSION UPDATE AND CAL-ITP OPEN PAYMENT  
EFFICACY**

April 2023 Finance Committee

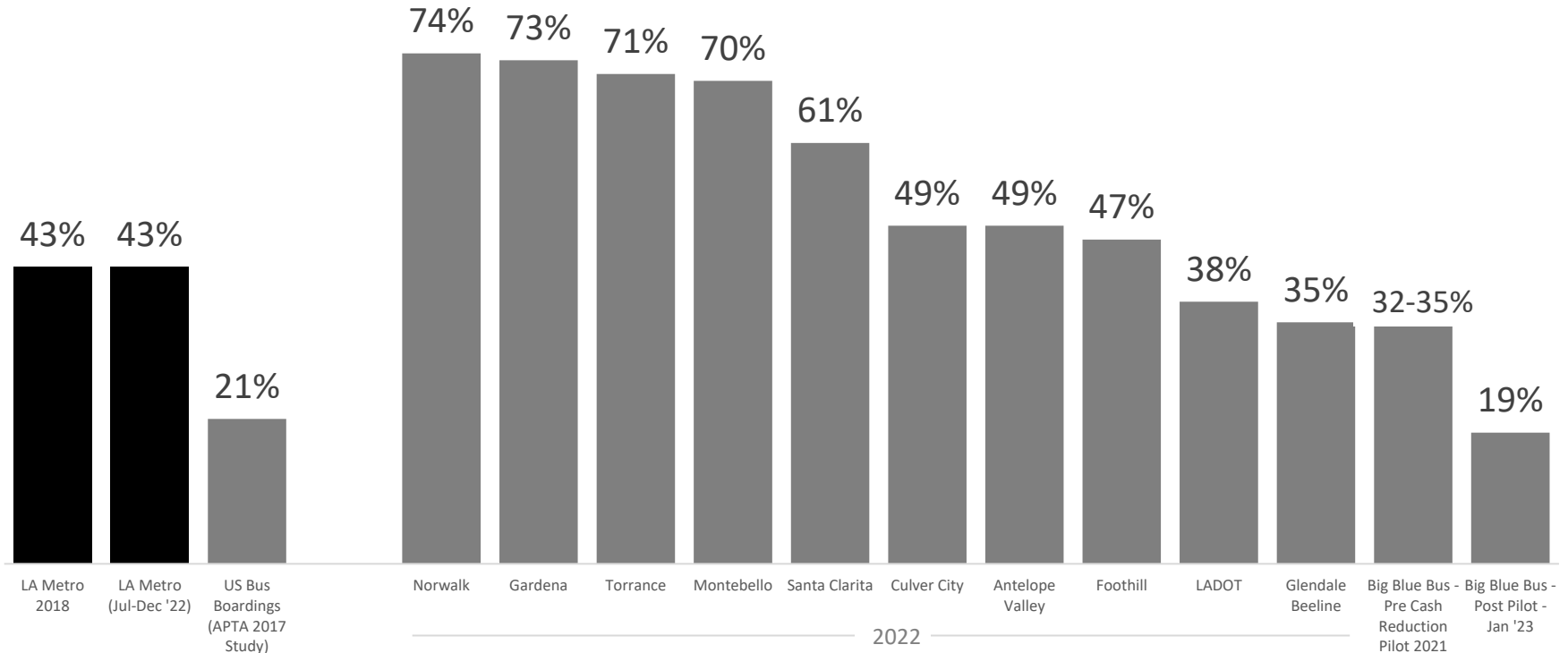




# 43% of LA Metro's bus boardings are paid with cash, which is substantially higher than the national average.

Other LA County transit agencies have a high percentage of cash bus boardings.

## % of Bus Boardings Paid in Cash



2022

# Why Cash-Dominant Bus Riders Use Cash

**33%** of adult Metro bus riders are cash-dominant (use mostly cash) and account for most of the cash boardings

**67%**  
use mostly TAP

## Cash-dominant riders use cash for most purchases in general

- 87% of cash-dominant bus riders use cash for at least half of their purchases in general.
- 70% of cash dominant riders are unbanked or underbanked vs. 20% of Angelenos.
- According to the FDIC, being unbanked or underbanked drives cash usage in general. (2017)
- Unbanked are more likely to get paid in cash or pre-paid card. (FDIC, 2017)

## Loading more than a day's fare can be a financial burden for cash-dominant riders

- 62% of cash-dominant riders would rather not load fare on TAP because they might need it for something else.
- When loading TAP fare, 45% of cash-dominant riders only load one trip or one day's worth.

## Accessing TAP can be difficult for cash-dominant riders

- "I'm a person who will take the easier way...its easier for me just to grab cash." - Rider, Long Beach
- 66% of cash-dominant riders say they'd have to go out of their way to load TAP
- 67% of cash-dominant riders would only walk a few blocks or less to load TAP fare
- Only 40% of bus stops are within a quarter-mile of a TAP vendor
- 54% of cash-dominant riders say they don't have a credit card or debit card to load fare

## In addition to access challenges, cash-dominant riders have other barriers to TAP

- 62% are worried about losing money if they lose their TAP card.
- About half of cash-dominant riders
  - Don't know enough about TAP
  - Have concerns of being tracked
  - Don't think they ride Metro enough to bother with TAP
- 28% cite TAP instructions not being in their native language
- Anecdotally, some mentioned:
  - Being able to board with only partial fare using cash
  - Long lines and unhelpful staff at TAP vendors

## The financial benefits of TAP don't outweigh the difficulty of loading fare

- Some cash-dominant riders use TAP on days when it would financially benefit them.
- However, it often requires them to take special trips to rail stations the night before travel or getting a prepaid card to load fare online.
- When asked what it would take for them to use TAP more often, cash dominant riders said "free rides" and "big savings"
- Fare capping would "get me to do the whole TAP card process." Rider, Long Beach

# Opportunities to Convert Cash-Dominant Bus Riders

Promote LIFE Program to under \$35K HHI cash-dominant riders	Promote fare-capping to most-frequent riders	Increase the number of TAP vendors and the presence of TAP at vendors	Ensure all TAP and discount program processes are easy as possible	Target banked, smartphone users	Make it easier for Spanish-dominant riders to navigate TAP	Increase awareness of TAP channels and benefits of TAP
<ul style="list-style-type: none"> <li>79% of cash-dominant riders earn less than \$35K household income—which would qualify them for LIFE</li> <li>Only 40% of cash-dominant riders are aware of the LIFE program—an opportunity to boost awareness and enrollment.</li> </ul>	<ul style="list-style-type: none"> <li>~60% of cash-dominant riders ride the minimum needed to benefit from the 7-day cap (5 days/week Regular Fare; 3 days/week discounted fare)</li> </ul>	<ul style="list-style-type: none"> <li>16% of cash-dominant riders say it would be their ideal TAP loading channel</li> <li>Only 40% of metro bus stops are within a quarter mile walk of a TAP vendor.</li> <li>Some riders expressed that buying/loading TAP at vendors was complicated and that TAP was not prominently displayed.</li> </ul>	<ul style="list-style-type: none"> <li>74% of cash-dominant riders use cash because they think it is easier to use than TAP</li> </ul>	<ul style="list-style-type: none"> <li>About 26% of cash-dominant riders have a credit/debit card and a smartphone, which would allow them to use the TAP app or Apple Wallet.</li> <li>19% of cash-dominant riders say that loading fare on the TAP app or Apple Wallet would be their preferred method.</li> </ul>	<ul style="list-style-type: none"> <li>39% of cash-dominant riders are Spanish-dominant, meaning they speak Spanish at home and have low English proficiency.</li> <li>Cash-dominant riders with limited English proficiency cite more barriers to TAP than English speakers.</li> </ul>	<ul style="list-style-type: none"> <li>Only 48% of cash-dominant riders know they can load fare at a TAP vending machine at a rail/bus station.</li> <li>Only 19% know they can load fare at a TAP vendor.</li> <li>However, increasing awareness will not be a cure-all, as the average cash-dominant rider has 3.6 “big” barriers to TAP.</li> </ul>

# Estimated Potential Cash Boardings Conversion

## % of Metro Bus Boardings



Including groups that will be more difficult to convert, e.g.:

- Don't ride enough to perceive benefit from fare-capping or LIFE
- Don't have a credit/debit card and don't want to load more than a day's worth of fare, so would have to load fare daily
- Very concerned about being tracked (i.e. may not want to give information to join LIFE)

Including groups that will be easier to convert, e.g.:

- Open to benefits of TAP but are not aware of where/how to get it
- Ride enough to perceive benefit from fare capping or LIFE
- Can load TAP fare via digital/mobile
- Able to load more than day's worth of fare at a time
- Not concerned about being tracked

# TAP Vendor location awareness

## Regional “Cash to TAP” Awareness Campaign

- Timeline: November 2022-Ongoing
- Strategy-highlight convenient and familiar vendors locations
- Channels-Metro & Muni Operator owned outlets, print , digital and paid media (Facebook and Instagram ads, paid search and digital displays)



Bus Bench Ad

# Spanish Supermarkets Join TAP

- Increasing number of TAP Vendors with a focus on Spanish Markets
  - 30 additional vendors since November 2022; total 1,882 locations
    - 21 Northgate Markets (Spanish markets)
    - 9 Traditional RPOS vendors
  - 33 RIA Money Transfer Services to be added by end of Q2
    - Stand alone storefronts and located inside El Super & Superior (Spanish markets)
- TAP Blue Shirt Team
  - Free TAP card giveaways
    - Targeting high cash use bus lines (Bus lines: 16, 18, 111, 233, 251)
    - TAP cards loaded with \$5 Stored Value to increase adoption
    - Distribution includes TAP information (TAP benefits, how to reload, vendor locations, etc.)
- TAP vendor locator language enhancements on taptogo.net
  - Web enhancement complete
  - Update for each vendor location/account in progress



# Additional Efforts- Promoting TAP sales on Metro Bus

- 23 % of cash dominant riders prefer to load fare on Metro bus. Second only to loading at a rail station
- Over 80,000 TAP reloads on Metro bus every month
- “TAP sold here” signage in progress with Communications
- TAP provides ongoing training to Metro bus operators to ensure they are familiar with how to conduct TAP reloads on the farebox

Stored Value Reloads on Bus Farebox

	Sales Count	Cash Collected
4/1/2022	87,322	\$ 318,586
5/1/2022	89,973	\$ 331,829
6/1/2022	91,817	\$ 337,271
7/1/2022	103,483	\$ 377,274
8/1/2022	113,104	\$ 416,023
9/1/2022	101,904	\$ 377,234
10/1/2022	88,771	\$ 333,118
11/1/2022	87,603	\$ 327,261
12/1/2022	88,661	\$ 329,344
1/1/2023	84,303	\$ 319,116
2/1/2023	77,161	\$ 294,998
3/1/2023	86,877	\$ 328,238
<b>Grand Total</b>	<b>1,338,763</b>	<b>\$ 4,957,361</b>

# Next Steps

April

- Conduct internal trainings on Fare Capping and Fare Changes (Customer Service, Fare Enforcement, Bus/Rail Ops, etc.)
- Prepare for external outreach (CBOs, Service Councils, CAC, Older Adults, etc.)
- Finalize Fare Capping & Fare Change marketing strategy

May

- Continue Fare Capping and Fare Changes internal trainings
- Go to print on all Fare Capping & Fare Change marketing
- Provide final assessment of CAL-ITP proposal

June

- June 1-30- Fare Capping and Fare Change Pre launch marketing
- Continue free TAP card distribution
- Continue internal trainings
- Begin external outreach

July

- July 1-Launch Fare Capping & Fare Changes
- Monitor customer behavior and feedback





## Board Report

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**File #:** 2023-0214, **File Type:** Motion / Motion Response

**Agenda Number:** 18.

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**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 20, 2023**

**SUBJECT: END OF LINE POLICY MOTION RESPONSE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE the report back on:

- A. Metro's End of Line Policy and strategies to better serve unhoused riders at end of line stations and regional coordination efforts;
- B. Potential benefits to Metro resulting from an emergency declaration; and
- C. Strategies to increase interim housing on Metro property.

**ISSUE**

In October 2022, the Metro Board adopted Motion 20 by Directors Hahn, Najarian, Solis, Barger, Dutra, and Krekorian (Attachment A) that directed the Chief Executive Officer (CEO) to evaluate Metro's End of Line policy and its impacts on communities that have a station at the end of a Metro rail line. The motion also directed staff to work with the regional social service leads, the County, and LAHSA on strategies to address homelessness on the transit system. In February 2023, the Metro Board adopted Motion 28 by Directors Bass, Hahn, Najarian, Mitchell, Solis, and Krekorian that directed a report back on strategies to streamline the production of temporary housing. This report provides a status update on the progress of the end of line evaluation, regional coordination efforts, potential benefits of an emergency declaration, and strategies to increase interim housing on Metro property.

**BACKGROUND**

The most recent available data from the Los Angeles Homeless Services Authority (LAHSA) 2022 Point in Time Count estimates that 69,144 people are experiencing homelessness throughout LA County, an increase of 4.1% since 2020 (Attachment B). In 2022, Metro estimated that there are 800 people experiencing homelessness sheltering on the system on any given night. The City of Long Beach, which conducts a separate annual point-in-time count, identified 3,296 people experiencing homelessness in their local jurisdiction in 2022. In January 2023, LAHSA conducted its annual point-in-time count, which included Metro's highest impacted rail and bus stations. The 2023 count data will be released later this year.

Addressing the homelessness crisis on transit continues to be a top priority for Metro and the local

jurisdictions within Metro’s service area. The County of Los Angeles and the cities of Los Angeles, Santa Monica, and Long Beach declared homelessness a State of Emergency to expedite the review and approval process of interim and permanent housing projects and to deliver housing solutions and supportive housing services more quickly.

On January 26, 2023, staff provided the board with the preliminary status update on the end of line evaluation. The report introduced initial strategies to improve Metro’s coordination with local jurisdictions on homeless response, including resources available to serve people experiencing homelessness (PEH) at end of line stations during late-night hours when the system closes, and trains go out of service for required maintenance and cleaning.

The Board adopted Motion 19.1 in January 2023 by Directors Sandoval, Solis, Bass, Najarian, Hahn, and Horvath (Attachment C), directing the CEO to examine full-service outreach models for end of line stations, support for recent emergency declarations, and to update Metro’s inventory of properties that are vacant or underutilized. In February 2023, the Board adopted Motion 31 by Directors Hahn, Bass, Solis, and Dutra (Attachment D), directing the CEO to engage LAHSA, the County CEO Homeless Initiative, and local jurisdictions on the implementation of a navigation service hub.

**DISCUSSION**

In January 2023, Metro commenced an evaluation at Metro end of line stations and an assessment of impacts on nearby local communities. This evaluation included point-in-time counts of PEH at the end of line rail stations and a demographic survey to better identify the need for social services to support unhoused riders. The point-in-time count and survey data were collected at the end of line rail station as the last two trains were being cleared at the end of rail service operations. The nightly count and survey were conducted between midnight to 2:00 a.m. over the course of five nights.

**End of Line Survey and Point-in-Time Count Key Findings**

As of April 7, 2023, staff completed point-in-time counts and demographic surveys for 12 of 13 End of Line Metro Rail Stations. Attachment E summarizes the data collected and highlights the stations with the highest observations of people experiencing homelessness. This evaluation was conducted from December 2022 - April 2023.

<i>Rail Corridor</i>	<i>Station</i>	<i>Point in Time Count (Avg Count of PEH/night)</i>	<i>Total Number of PEH Surveyed</i>	<i>Interested in S Housing</i>	<i>Homeless 1 year or more</i>
B/D Line (Red/Purple)	7 <sup>th</sup> Street/Metro Center	93	30	77%	73%
A Line (Blue)	Downtown Long Beach	39	44	66%	50%
B Line (Red)	<b>Union Station</b>	<b>137</b>	30	63%	80%
B Line (Red)	North Hollywood	112	56	80%	80%
D Line (Purple)	Wilshire/Western	55	8	38%	88%
C Line (Green)	Redondo Beach	17	26	73%	69%
C Line (Green)	Norwalk	18	17	47%	71%
E Line (Expo)	Downtown Santa Monica	59	46	65%	70%

L Line (Gold)	APU/Citrus College	17	41	66%	41%
L Line (Gold)	Atlantic	4	11	64%	55%
L Line (Gold)	Pico Aliso		Not completed. Survey/Count Scheduled May 2023.		
K Line (Crenshaw)	Expo/Crenshaw	2	7	86%	71%
K Line (Crenshaw)	Westchester/Veterans	2	5	40%	80%
<b>Total Average PEH Observed at 12 End of Line Stations</b>		<b>555</b>	<b>Total PEH Surveyed</b>		<b>321</b>

**Metro B/D (Red/Purple) Line stations the highest reported PEH offloading at end of line stations.** Union Station, North Hollywood, and 7<sup>th</sup> Street/Metro Center Station are significant “hot spots” for homelessness between midnight - 3:00 am.

- Union Station has the highest reported PEH at the end of service, with a nightly average of 137 individuals observed.
- North Hollywood Station receives 112 PEH on average nightly at the end of service.
- 7<sup>th</sup> Street/Metro Center data shows 93 PEH on average nightly at the end of service nightly.

**This data will be useful for the County, local jurisdictions, and the Service Planning Areas (SPA) to plan social services and resource allocation better. It will also help to coordinate future LAHSA point-in-time counts.** The survey data collected will be shared with LAHSA and the affected local jurisdictions for further evaluation. As noted in Attachment B (2022 LAHSA Point in Time Count Data), Service Planning Area (SPA) 4 has the highest concentration of unsheltered homelessness in LA County, with 13,047 people experiencing homelessness on a given night.

- SPA 4 includes the Downtown Los Angeles Metropolitan Area, where Union Station and 7<sup>th</sup> Street/Metro Center end of line stations are located.

**Metro surveyed a total of 321 people experiencing homelessness during the five-day evaluation period.**

- Most individuals surveyed were single adults, and the survey data indicates that over 80% are male.

**Unhoused Metro riders on board trains going out of service are more likely to be open to moving inside, off of Metro trains, if shelter or services are available.** There is a common misconception that people experiencing homelessness are resistant to services and housing - that is not the case with people experiencing homelessness on Metro. Staff notes that individuals surveyed experienced a broad range of homelessness, from newly homeless and housing insecure (unhoused for less than 30 days, sleeping on friends/families’ couches, in seek of stable housing), to chronic homelessness, with some individuals noting that they have experienced homelessness for over ten years. Of the 321 individuals surveyed:

- 64% noted that they were willing and ready to be connected to services and/or housing.
- 69% have experienced unsheltered homelessness within the last 30 days, sleeping in an

outdoor location, such as a city sidewalk, alley, bus stop, or train station.

- 69% have experienced homelessness for at least a year or more.

## Peer Review of Transit Agency Strategies and Best Practices

Transit agencies nationwide are facing the impacts of rising homelessness while exploring new strategies to meet the needs of the returning ridership.

### SEPTA Strategies:

In March 2023, representatives from Director Hahn's office and Metro staff visited the Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia, PA, to learn about their homeless outreach program, operations control center, and how the agency is addressing the safety and cleanliness at stations that are considered "hot spots." While SEPTA currently contracts with a social service agency to conduct outreach on the system, their representatives made it clear that, first and foremost, they are a transit services provider.

#### **1. Agency prioritizes a coordinated enforcement and outreach response to homelessness.**

SEPTA has established SCOPE, (Safety, Cleaning, Ownership, Partnership, and Engagement) to connect PEH with social services and provide a safe, clean transit system for riders and employees.

- The Program includes a combination of strategies, including enhanced enforcement, a cleaning regimen, and homeless outreach.
- Outreach providers focus on hot spot locations and coordinate closely with transit police.
- Utilizes medical students for a "Health Navigator" outreach practicum program.

#### **2. Agency relies heavily on enforcement.** SEPTA relies heavily on transit police enforcement of criminal activity, including trespassing at its transit station properties. Loitering in SEPTA station areas is not allowed.

- The agency utilizes a law enforcement and homeless outreach end of line offloading program modeled after Metro's previously enacted "Operation Shelter the Unsheltered."
  - Metro's Operation Shelter the Unsheltered was established at the height of the pandemic to effectively clear trains at the end of line stations throughout the day during service. Following lifting several pandemic-related public health restrictions, security, and outreach staff feedback, the operation concluded in late 2021.

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**3. Outreach workers are easily identifiable to the public, and their role is clearly defined.** It was noted that outreach teams wear brightly colored vests to allow for better recognition of their role and the services available.

- If an individual declines services or assistance, the individual is guided out of the station or subject to transit police citation for fare evasion or trespassing.
- Outreach workers educate PEH that fare payment is required to ride transit during their engagements.
- SEPTA notes that this effort - the process of contacts and removals are directly aligned with a reduction in the number of PEH seeking shelter on the system.
- SEPTA has converted some small, enclosed spaces within transit stations for outreach workers to use as “wellness/intake rooms” for engaging PEH who require privacy and/or intensive assessment.

Staff has determined that some strategies that SEPTA utilizes align with Metro’s current approach to homelessness on the transit system. Staff will further examine the use of transit enforcement strategies to discourage loitering and the feasibility of using wellness rooms at strategic locations within transit stations to deliver better services.

Similar to SEPTA’s Health Navigator student program, Metro is developing a social work student practicum outreach program. To date, staff has contacted several schools of social work, including USC, UCLA, Cal State Northridge, Cal State Dominguez Hills, Cal State Long Beach, and UMass Global, to request a partnership with MSW student field placements at Metro. At this time, USC has expressed interest in a partnership, and staff has meetings scheduled with UMass, Cal State Long Beach, and Cal State Dominguez Hills. Under the supervision of an experienced social worker, staff will integrate MSW interns within the outreach teams to provide them with intensive field practicum experience.

*City of Philadelphia Hub of Hope Strategies:*

The Metro delegation also visited the City of Philadelphia’s Hub of Hope, a day-time drop-in resource and navigation center open to the public. The hub is open for services Monday-Friday, 6:00 am - 4:00 pm, and is located within a large, converted office space in a subway terminal owned by the City. The hub is managed and operated by a service provider, Project Home, and additional clinical staff.

**1. The Hub of Hope offers a full-service solution for increasing access to social services.**

The hub services include a full medical clinic offering primary, mental health, and women’s health care services.

- It also includes transportation to local overnight shelters, referrals to interim housing programs, and access to showers, meals, and laundry facilities.
- Project Home staff have established relationships with shelters to reserve a limited number of beds at nearby locations based on specific client needs.

- The hub is only open for services during weekdays until 4:00 pm.

**2. The Hub was established in partnership with the local jurisdiction and homeless services agency.** The Hub was initially funded through a partnership between SEPTA, the City of Philadelphia, and the City's Homeless Services Agency. SEPTA invested \$3 million for the initial capital project.

- SEPTA does not currently fund the operations of this service hub.
- Project Hub relies on public funding and private support via donations to continue operations.

**3. The hub's model has a low barrier to access.** PEH can stay in the hub all day without pressure to accept services. Individuals can walk-in and do not require a direct referral from SEPTA or any other agency.

- The hub can accommodate up to 70 people per day, which is the site's current capacity.
- Based on discussions with SEPTA representatives, it was clear that there are no plans to expand services at the Hub.
- A number of PEH congregate around the hub. There is limited service capacity within the facility, and its underground location creates limitations on the ability to make a positive service-delivery environment. The space is a re-purposed subway station location and is not a trauma-informed design space.

The City of Philadelphia Hub model offers an example of a full-service navigation hub that could be replicated in Los Angeles County. Key determinations for feasibility include location, operations (staffing and hours of operations), long-term funding, and capacity.- The Philadelphia Hub of Hope offers a good example of what could be established using existing city property/infrastructure to deliver social services and support within the transit environment.

**Bay Area Rapid Transit (BART) and New York MTA (NYMTA) Strategies:**

Staff also interviewed key personnel at the Bay Area Rapid Transit and New York MTA to determine the agency approaches to addressing homelessness at the end of line stations within their respective service areas. Staff reports a consistent presence of law enforcement and customer service staff, bright lighting at stations, and a high cleanliness standard at the New York City subway stations. Coordinated outreach and law enforcement operations are primarily focused on hot spot stations during late-night hours.

**1. BART and NYMTA conduct regular point-in-time counts to estimate the number of PEH sheltering on the transit system.**

- BART conducts a monthly hot spot point in time count. BART utilizes the Rail station

survey team to conduct a monthly point-in-time count and observations of PEH on platforms at 16 hot spot stations (the entire rail system is approx. 50 stations). Their average count shows approximately 30 PEH observed daily across the hot spot stations.

- NYMTA conducts an annual point in time count, reporting that the exact number of PEH sheltering on the subway system is unknown. However, estimates in 2022 show that nearly 1,300 PEH seek shelter on the subway system on any given night.

**2. BART relies on a locally-funded end of line outreach partnership.** The agency notes that there are five end of line stations.

- Only one end of line BART station has a dedicated outreach team, operating from 2:00 pm - 10:30 pm, Monday - Friday.
- This outreach program at this end of line station is funded entirely by the local jurisdiction in San Mateo County.

**3. NYMTA has a strong enforcement approach to address safety issues and a coordinated offloading program that includes homeless outreach and/or mental health social services.**

- The agency implemented a zero-tolerance policy for code of conduct and illegal activities to direct the transit policing strategy. This includes strict code of conduct enforcement and an increased number of mental health workers who have the ability to conduct psychiatric evaluations for people experiencing severe mental crisis in public spaces.
- The agency has an off-loading and station closure program that prioritizes deep cleaning at specified hot spot stations.
- NYMTA recently released an RFP for a program to provide transport services to local shelters.

From the peer review, all transit agencies do some form of point-in-time count to estimate the number of PEH. Local shelter/housing options and Social Service connections are key to successful end of line outreach programs. Each transit agency stresses the importance of having access to available shelter beds in the local jurisdictions where the end of line station is located. Outreach without adequate bed availability and access to resources during late night hours will not reduce the number of people sheltering near or on the transit system.

### **Local Partnerships and Regional Coordination**

In coordination with the County's Homeless Initiative, Metro is standing up a task force with social service agencies to better coordinate resource deployment on the transit system. Metro staff continues to engage with cities experiencing high numbers of PEH exiting the Metro system at the end of service in pursuit of partnerships. Each community has unique challenges and the solution to

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Metro's end of line offboarding for stations within those communities will not be one-size-fits all. Different strategies will need to be developed for end of line stations for subway and light rail systems, given their different infrastructure. Effective end of line strategies will require leadership at the local level.

Staff established a partnership with the Los Angeles County Department of Health Services, Housing for Health Program's Mobile Care Clinic, to deliver on-site medical and mental health resources at the Westlake MacArthur Park station. The mobile clinic offers a variety of services, including (but not limited to) medical & mental health, such as women-focused care, wound care, blood work, behavioral health care, psychiatry, enhanced care management, field-based medically assisted treatment, and care transition to unhoused riders and members of the public.

Metro's outreach teams and Metro Ambassadors will distribute flyers to alert riders when the clinic is on-site and will work closely with the DHS team to refer unhoused riders to this resource. As we continue this partnership, we aim to collect referral data to demonstrate the level of engagement/need with the intention of replicating this strategy at other Metro hot spots and stations.

### Long Beach

Metro staff has engaged representatives from the County CEO Homeless Initiative, LAHSA, Department of Mental Health (DMH), Department of Health Services (DHS), and the City of Long Beach in an effort to identify a potential service hub program and location to serve individuals who are deboarding from the Downtown Long Beach Station.

LAHSA provided a preliminary estimate for annual operational costs of \$1 million for a hub that would serve up to 50 individuals, with a small number of short-term crisis beds and 24-hour resource navigation services. This budget does not include capital costs which would require the acquisition of temporary structures and any sewer or water infrastructure upgrades that would be needed. LAHSA and the County will determine the anticipated budget for capital and operational costs and plan for operations.

Metro prepared a feasibility analysis of the two Metro parking lots, Wardlow and Willow, in the City of Long Beach for use as a homeless services navigation hub. See Attachment E (A Line End of Line Station Parking Lot Feasibility Analysis - March 2023). The City has noted that the community has serious concerns about the location of the potential navigation hub at the Willow or Wardlow parking lots. Analysis showed that the Willow parking lot is feasible for establishing a navigation hub program if challenges are mitigated. Wardlow parking lot is not feasible for a navigation hub program due to the inherent challenges of the site.

Metro remains committed to providing Metro property at the Willow Station should the City of Long Beach decide to move forward with a navigation hub. Should the city decide to forgo the hub, Metro will look for other suitable locations at end of line station to establish a navigation hub.

### Santa Monica

Metro staff met with City of Santa Monica representatives to review the end of line evaluation findings from the Downtown Santa Monica E Line (Expo) station in February 2023. The City of Santa Monica expressed willingness to support people experiencing homelessness through several strategies,



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including providing access to a city family reunification program. Staff will be engaging further with the City to collaborate on other strategies and resources.

### **Metro Homeless Emergency Declaration**

The City of Los Angeles, followed by the County of Los Angeles and the cities of Santa Monica and Long Beach, declared the magnitude of the homelessness crisis to be a State of Emergency in order to expedite the review and approval process of interim and permanent housing projects and to quickly deliver social services and housing solutions and supportive services. At the January meeting, the Metro Board requested a report back regarding any streamlining that could take place under a similar emergency declaration by the Metro Board.

Public Utilities Code section 130234 allows Metro, by a 2/3 vote of the Board, to declare to and determine that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property, and thereupon proceed to expend or enter into a contract involving the expenditure of any sum needed in the emergency without observance of competitive bidding requirements otherwise required under the Public Utilities Code.

By declaring a state of emergency Metro's efforts to alleviate the impact of homelessness on its transit system would be streamlined and expedited by suspending competitive bidding requirements otherwise required under the Public Utilities Code, including soliciting competitive bids for supplies, materials, equipment, and the award of contracts for services. In the event that the Metro Board would want to adopt its own emergency declaration, the Board would need to make the appropriate findings. In previous reports to the Board, staff has documented the overwhelming impacts of the profound homeless crisis on the Metro system.

### **Strategies for Pursuing Interim Housing on Metro-owned Property**

Los Angeles County is experiencing a severe housing shortage. One of the leading factors of homelessness is the lack of affordable housing. In February 2023, the Metro Board adopted Motion 28 by Directors Bass, Hahn, Najarian, Mitchell, Solis, and Krekorian that directed staff to identify potential property owned by Metro that could be used for shelter, services, or interim housing. In March 2023, staff presented an updated inventory of Metro-owned property that is vacant, surplus, or underutilized. Staff is exploring strategies to streamline the production of temporary housing via the Metro Housing Lab.

Previously, Metro has been active in supporting interim housing on Metro property in recent years. There are four existing interim housing developments on Metro properties: Bridge Home facility - Division 6 in Venice; Bridge Home Facility - Van Nuys G Line (Orange) Park and Ride; Tiny Home Village - Reseda G Line; and LAHSA Safe Parking Program - L Line (Gold) Atlantic Station.

In response to the February Board Motion, Housing Lab staff have analyzed the list of available Metro sites and determined preliminary capacity estimates for common modular construction typologies that could be pursued on such sites. Staff has also surveyed and assessed modular building techniques, and companies identified quick-build foundations and utilities to further accelerate the delivery of modular and panelized construction and explored partnerships with local

jurisdictions to support funding applications.

Key findings include:

- Several modular products are re-useable and re-locatable.
- Metro sites are sometimes characterized by environmental challenges such as soil contamination or freeway adjacency or will ultimately need to be returned to use for other purposes. Temporary foundations can be used over existing parking lots and provide a crawl space where utilities can be run above ground. By using such a foundation, the expensive process of site excavation can sometimes be avoided entirely.
- Operational funding for service providers continues to be a barrier to the implementation of interim housing.

To advance interim housing on Metro-owned property and overcome the operational funding barrier, Metro can partner with local jurisdictions coupled with agencies and nonprofits that are seeking land to include in funding applications for the construction and operation of interim housing.

### **DETERMINATION OF SAFETY IMPACT**

The current end of line deboarding policy is necessary to maintain efforts to improve the safety of the Metro system for our customers and employees. Receiving and filing this report will not directly impact Metro's system safety.

### **EQUITY PLATFORM**

By collaborating with other agencies to address homelessness, Metro will be able to help serve LA County's unsheltered population, who are severely disenfranchised members of our communities. A way to reduce the number of unhoused riders seeking shelter on Metro is to increase the interim and permanent housing supply and access to social services at the end of line stations in communities with higher concentrations of homelessness. Metro data shows that key demographics of unhoused riders that we currently serve are African American (49.3%), older adults (17%), and/or youth (11%).

Metro's current homelessness response program provides access to social services and housing for Metro riders throughout the county.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The report back supports Strategic Plan Goal #3.4: Metro will play a strong leadership role in efforts to address homelessness in LA County.

### **NEXT STEPS**

Staff will complete the counts and surveys at the remaining end of line stations. Staff will also continue collaborative discussions with local jurisdictions, LAHSA, and the City and County of Los Angeles to develop partnership opportunities, specifically focused on delivering services and resources to unhoused riders onto Metro's properties. Staff will provide regular updates to the Board on these efforts.

The Housing Lab will continue to coordinate with Metro departments to confirm the sites that may be used for interim housing and to identify any controls required to protect Metro's interest in the

property, including the ability to repurpose the property, protection of adjacent infrastructure, additional safety and security measures, etc.

**ATTACHMENTS**

Attachment A - End of Line Motion October 2022 - Item 20

Attachment B - LAHSA 2022 PIT Count Results

Attachment C - End of Line Motion Amendment February 2023 - Item 19.1

Attachment D - Long Beach Service Hub Concept Motion February 2023 - Item 31

Attachment E - End of Line Station Survey Data Summary April 2023

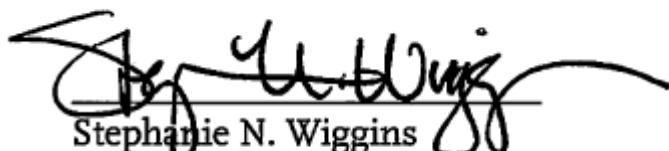
Attachment F - A Line Station Parking Lot Feasibility Analysis

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Stephanie N. Wiggins  
Chief Executive Officer



## Board Report

File #: 2022-0734, File Type: Motion / Motion Response

Agenda Number: 20.

**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**OCTOBER 20, 2022**

### Motion by:

**DIRECTORS HAHN, NAJARIAN, SOLIS, BARGER, DUTRA, AND KREKORIAN**

End of Line Policy and Unhoused Riders Motion

Each night, Metro requires all passengers to disembark at the end of every line once the train goes out of service to ensure that the trains are returned to the railyard properly for cleaning. For example, between midnight and 1AM in downtown Long Beach, four A Line trains go out of service, each in turn requiring that all remaining passengers exit the train so it can return to the rail yard empty of any non-Metro personnel.

While this policy makes sense for purposes of cleaning the trains before they return to service each morning, it also results in kicking unhoused riders off the train and onto city streets at an hour when housing and services are generally not available to assist these individuals. As a result, the Long Beach City Council recently submitted a letter to the Metro CEO requesting an evaluation of this long-standing policy and its impact to cities like Long Beach that have a station that is the end of a Metro rail line.

In order to best address the concerns that cities have regarding this end of the line policy, this Board also needs a clear-eyed look at just how many unhoused riders Metro serves every day, on what lines, times of day, and in what communities.

**SUBJECT: END OF LINE POLICY AND UNHOUSED RIDERS MOTION**

### **RECOMMENDATION**

APPROVE Motion by Directors Hahn, Najarian, Solis, Barger, Dutra, and Krekorian that the Chief Executive Officer:

- A. Evaluate Metro's end of the line policy and its impacts on communities that have a station that is the end of a Metro rail line;
- B. Conduct a thorough evaluation of the unhoused populations exiting trains at night and boarding trains in the morning at the ends of rail lines, to better understand the impact of the end

of line policy and to inform future resource deployment;

- C. Coordinate with the Los Angeles Homeless Services Authority (LAHSA) for its annual Point-In-Time Count, to determine the numbers of unhoused riders on Metro's bus and rail system; and
- D. Report back on the above three directives no later than January 2023 with recommendations for what we can do differently.



**2022 Greater Los Angeles Homeless Count  
Countywide Point-In-Time Homeless Population by Geographic Areas**

Geographic Area	Sheltered	Unsheltered	Total	Total Percent Change 2020-2022
Los Angeles County*	20,596	48,548	69,144	+4.1%
LA Continuum of Care	19,233	45,878	65,111	+2.2%
City of Los Angeles	13,522	28,458	41,980	+1.7%

\* Los Angeles County includes PIT data from 4 Continuums of Care: LA, Glendale (G), Long Beach (LB), and Pasadena (P).

**Service Planing Areas (SPA) - Data includes all Continuums of Care in Los Angeles County.**

	Sheltered	Unsheltered	Total	Total Percent Change 2020-2022
SPA 1	1,028	3,570	4,598	-3.3%
SPA 2 <sup>G</sup>	2,801	7,028	9,829	+6.0%
SPA 3 <sup>P</sup>	1,908	3,265	5,173	+1.8%
SPA 4	4,773	13,047	17,820	+4.1%
SPA 5	1,111	3,493	4,604	-23.4%
SPA 6	5,653	8,945	14,598	+12.2%
SPA 7	1,269	3,512	4,781	+4.3%
SPA 8 <sup>LB</sup>	2,053	5,688	7,741	+17.4%

**County Supervisorial Districts (SD) using 2012-2021 boundaries prior to redistricting Dec 2021 - Data**

includes all Continuums of Care in Los Angeles County.

	Sheltered	Unsheltered	Total	Total Percent Change 2020-2022
SD 1	4,383	11,365	15,748	+8.4%
SD 2	7,956	15,637	23,593	+3.7%
SD 3	3,901	9,531	13,432	-7.4%
SD 4 <sup>LB</sup>	2,340	5,881	8,221	+21.9%
SD 5 <sup>G,P</sup>	2,016	6,134	8,150	+3.1%

**City of Los Angeles Council Districts (CD) using 2012-2021 boundaries prior to redistricting Dec 2021**

	Sheltered	Unsheltered	Total	Total Percent Change 2020-2022
CD 1	825	2,570	3,395	+20.2%
CD 2	236	1,128	1,364	-21.6%
CD 3	300	970	1,270	+80.4%
CD 4	316	887	1,203	+12.2%
CD 5	465	787	1,252	+3.9%
CD 6	1,638	1,590	3,228	-2.4%
CD 7	262	1,484	1,746	+21.3%
CD 8	2,245	1,334	3,579	-18.4%
CD 9	2,697	2,943	5,640	+15.3%
CD 10	323	1,348	1,671	-13.4%
CD 11	308	1,704	2,012	-38.5%
CD 12	87	964	1,051	+43.0%
CD 13	682	2,310	2,992	-23.4%
CD 14	2,681	6,523	9,204	+20.8%
CD 15	457	1,916	2,373	+5.1%



**2022 Greater Los Angeles Homeless Count  
Countywide Point-In-Time Homeless Population by Geographic Areas**

Geographic Area	Sheltered	Unsheltered	Total	Total Percent Change 2020-2022
Los Angeles County*	20,596	48,548	69,144	+4.1%
LA Continuum of Care	19,233	45,878	65,111	+2.2%
City of Los Angeles	13,522	28,458	41,980	+1.7%

\* Los Angeles County includes PIT data from 4 Continuums of Care: LA, Glendale (G), Long Beach (LB), and Pasadena (P).

**County Supervisorial Districts (SD) using 2022 boundaries after redistricting Dec 2021** - Data includes all Continuums of Care in Los Angeles County.

	Sheltered	Unsheltered	Total	Percent change from redistricted to prior boundaries
SD 1	5,669	13,391	19,060	+21.0%
SD 2	6,915	12,621	19,536	-17.2%
SD 3	3,873	9,612	13,485	+0.4%
SD 4 <sup>LB</sup>	2,357	6,612	8,969	+9.1%
SD 5 <sup>G,P</sup>	1,782	6,312	8,094	-0.7%

**City of Los Angeles Council Districts (CD) using 2022 boundaries after redistricting Dec 2021**

	Sheltered	Unsheltered	Total	Percent change from redistricted to prior boundaries
CD 1	825	2,511	3,336	-1.8%
CD 2	236	1,087	1,323	-3.1%
CD 3	242	844	1,086	-16.9%
CD 4	298	858	1,156	-4.1%
CD 5	467	834	1,301	+3.8%
CD 6	1,638	1,590	3,228	+0.0%
CD 7	262	1,484	1,746	+0.0%
CD 8	2,245	1,334	3,579	+0.0%
CD 9	2,697	2,943	5,640	+0.0%
CD 10	323	1,420	1,743	+4.1%
CD 11	308	1,704	2,012	+0.0%
CD 12	80	944	1,024	-2.6%
CD 13	763	2,330	3,093	+3.3%
CD 14	2,681	6,659	9,340	+1.5%
CD 15	457	1,916	2,373	+0.0%



**Board Report**

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**File #:** 2023-0055, **File Type:** Motion / Motion Response

**Agenda Number:** 19.1

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**REGULAR BOARD MEETING  
JANUARY 26, 2023**

**Motion by:**

**DIRECTORS SANDOVAL, SOLIS, BASS, NAJARIAN, HAHN, AND HORVATH**

Amendment to Item 19 End of Line Policy Motion

**SUBJECT: AMENDMENT TO ITEM 19 END OF LINE POLICY MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Sandoval, Solis, Bass, Najarian, Hahn, and Horvath that the Board supports all the staff recommendations, additionally direct CEO and her designee to report back at the next reporting cycle in April with responses on the following items:

- A. Assess the ability to provide a full-service homeless outreach plan as part of the daily operations for all 13 end of the line rail stations and continue to add new stations as Metro completes capital projects, by identifying in-house and outside key partnerships with Federal, State, County, and local cities and community-based organizations to assist the unhoused riders with the services needed at the end of service hours.
  
- B. Formally endorse the recent emergency declarations regarding homelessness by the City of Los Angeles, the County, and the City of Long beach.
  
- C. Report back in April regarding any Metro streamlining that would need to take place to fully support the emergency declarations.

**DUTRA AMENDMENT:** Work with cities to provide Mental Evaluation Team (MET) teams to provide mental health services at end of line station.

**HAHN AMENDMENT:** Update its inventory of potential properties that could be used for interim shelter. With the emergency directives in LA and Long Beach and at the County, and with opportunities like the parking lot at Willow Street Station in mind, Metro has a responsibility to be a partner.



**Board Report**

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**File #:** 2023-0130, **File Type:** Motion / Motion Response**Agenda Number:** 31.

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**REGULAR BOARD MEETING  
FEBRUARY 23, 2023****Motion by:****DIRECTORS HAHN, BASS, SOLIS, AND DUTRA**

## Blue Line Service Hub in Long Beach

In October 2022 (File No. 2022-0734) the Metro Board approved the “End of Line Policy and Unhoused Riders Motion.” Among other things, the motion sought recommendations from staff for what could be done differently to address challenges associated with Metro’s end of the line policy and its impact on communities with a station at the end of a Metro rail line. The motion also noted a letter from the Long Beach City Council that requested an evaluation of this policy.

The January 2022 (File No. 2022-0744) initial response to this motion found that in the City of Long Beach, an average of 39 unhoused riders total exited the last two trains taken out of service every night, at a time when housing and services are unavailable for these individuals. During Board discussion on that report back, staff indicated that it may be possible to keep trains in service on their route to the Metro Blue Line Division 11 in Long Beach, just north of Wardlow Street Station, in order to enforce the End of Line Policy at another location, where services could be located for unhoused riders.

Board discussion on a possible service hub along the Metro Blue Line has focused on Willow Street Station, because Metro owns land that could be leased out to provide services at that location; however, the primary objective is a location that best serves the population, where Metro can be a partner in providing space, with minimal disruption to operations requirements, while relying on the appropriate agencies to operate the hub. Therefore, staff, in coordination with the Los Angeles Homeless Services Authority (LAHSA), County, and City of Long Beach, should make the determination for where best a service hub could be located to ensure that End of Line challenges noted above can be addressed.

The City of Long Beach, County of Los Angeles, and City of Los Angeles have all declared states of emergency around homelessness, and the need to provide services and housing on an expedited basis. These declarations allow for a more rapid response to a humanitarian crisis that demands creative thinking and coordination across several agencies and jurisdictions.

**SUBJECT: BLUE LINE SERVICE HUB IN LONG BEACH MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Bass, Solis, and Dutra that the Board direct the Chief Executive Officer to engage the Los Angeles Homeless Services Authority (LAHSA), as well as the County of Los Angeles and City of Long Beach, in order to implement a new homeless service hub in Long Beach along the Metro Blue Line that can address issues associated with the End of Line policy. Further, we direct the CEO to provide an update on this effort in the April 2023 report back, including a public summary document that offers (a) a rationale for a selected service hub location, (b) a plan for operations, and (c) strategies for addressing anticipated challenges.

Attachment C - End of Line Survey and Point and Time Count Data Summary

Rail Corridor	Station Name	Dates of Evaluation	Average PEH Observed Per Night	Number of Survey Participants	Unsheltered at outdoor location in past 30 days		Shelter available in the past 30 days	Last known city of residence was the local jurisdiction of station	Reported at some point they resided in local jurisdiction of station	Homeless for 1 or more years		Interested in services and/or housing	
1 B/D Line (Red/Purple)	Union Station	3/20/23-3/24/23	137	30	19	63%	11	14	16	24	80%	19	63%
2 B Line (Red)	North Hollywood	3/13/23-3/17/23	112	56	44	79%	12	15	16	45	80%	45	80%
3 B/D Line (Red/Purple)	7th Street/Metro Center	3/27/23-3/31/23	93	30	23	77%	6	9	4	22	73%	23	77%
4 E Line (Expo)	Downtown Santa Monica	1/11/23-1/15/23	59	46	32	70%	10	4	16	32	70%	30	65%
5 D Line (Purple)	Wilshire/Western	3/20/23-3/24/23	55	8	7	88%	1	2	0	7	88%	3	38%
6 A Line (Blue)	Downtown Long Beach	12/7/22-12/13/22	39	44	30	68%	10	9	24	22	50%	29	66%
7 C Line (Green)	Norwalk	3/13/23-3/17/23	18	17	13	76%	4	2	2	12	71%	8	47%
8 L Line (Gold)	APU/Citrus	1/11/23-1/15/23	17	41	30	73%	11	1	2	17	41%	27	66%
9 C Line (Green)	Redondo Beach	3/13/23-3/17/23	17	26	11	42%	15	0	2	18	69%	19	73%
10 L Line (Gold)	Atlantic	3/27/23-3/31/23	4	11	4	36%	7	2	5	6	55%	7	64%
11 K Line (Crenshaw)	Expo/Crenshaw	3/13/23-3/17/23	2	7	5	71%	2	3	4	5	71%	6	86%
12 K Line (Crenshaw)	Westchester/Veterans	3/27/23-3/31/23	2	9	4	44%	2	2	2	4	44%	2	22%
	Indicates 50+ average at station PEH per night												

## Attachment B

### A Line End of Line Station Parking Lot Feasibility Analysis – March 2023

Willow Station Parking Lot Feasibility Analysis showed that the location is feasible for the establishment of a navigation hub program if challenges are mitigated.

Opportunities:	Challenges:
The available north parking lot is sizable, and there is little parking demand.	The location has sensitive uses adjacent to this lot. It is located within 100 feet of an elementary school and a park with a community recreation center.
The layout of the parking lot is flat and rectangular shaped making it easy to layout a navigation hub.	There is no Water or Sewage infrastructure.
The parking lot is quite isolated and slightly further away from the station.	The property is very close to the rail track, which may raise safety and noise concerns by the operator of a homeless services hub.
Closing the parking lot will not interrupt transit parking or the station's traffic flow.	Encampments (tents) observed in the vicinity of the parking lot, within the park.
Transit parking users currently only use the parking structure and the first parking lot closer to the station.	No community support for program at this site.
Electricity should be available without significant infrastructure investment.	

Wardlow Station Parking Lot Feasibility Analysis: Location is not feasible for a navigation hub program given the inherent challenges.

Opportunities:	Challenges:
Electricity should be available without significant infrastructure investment.	The parking occupancy is 47% and continues to recover. Pre-COVID these lots were full daily.
Both parking lots are located slightly away from residences, commercial areas, and other high-foot traffic destinations, which could cause fewer impacts to the neighborhood.	The layout of these lots is long and narrow, with only one-way traffic with one way in and one way out. This configuration would make it very difficult to maintain parking while accommodating a homeless services navigation hub.
	Smaller usable square footage. Smaller parking capacity.
	Slightly sloped land.
	Entrance and exit immediately merge into a highway speed street and are close to freeway access. Access safety would need to be addressed, especially for pedestrians.
	There is no Water or Sewage infrastructure.
	The property is very close to the rail track, which may raise safety and noise concerns by the operator of a homeless services hub.
	No community support for program at this site.

# Metro's End of Line Status Update

Executive Management  
Committee  
April 2023



# Receive and File

## Report Back on:

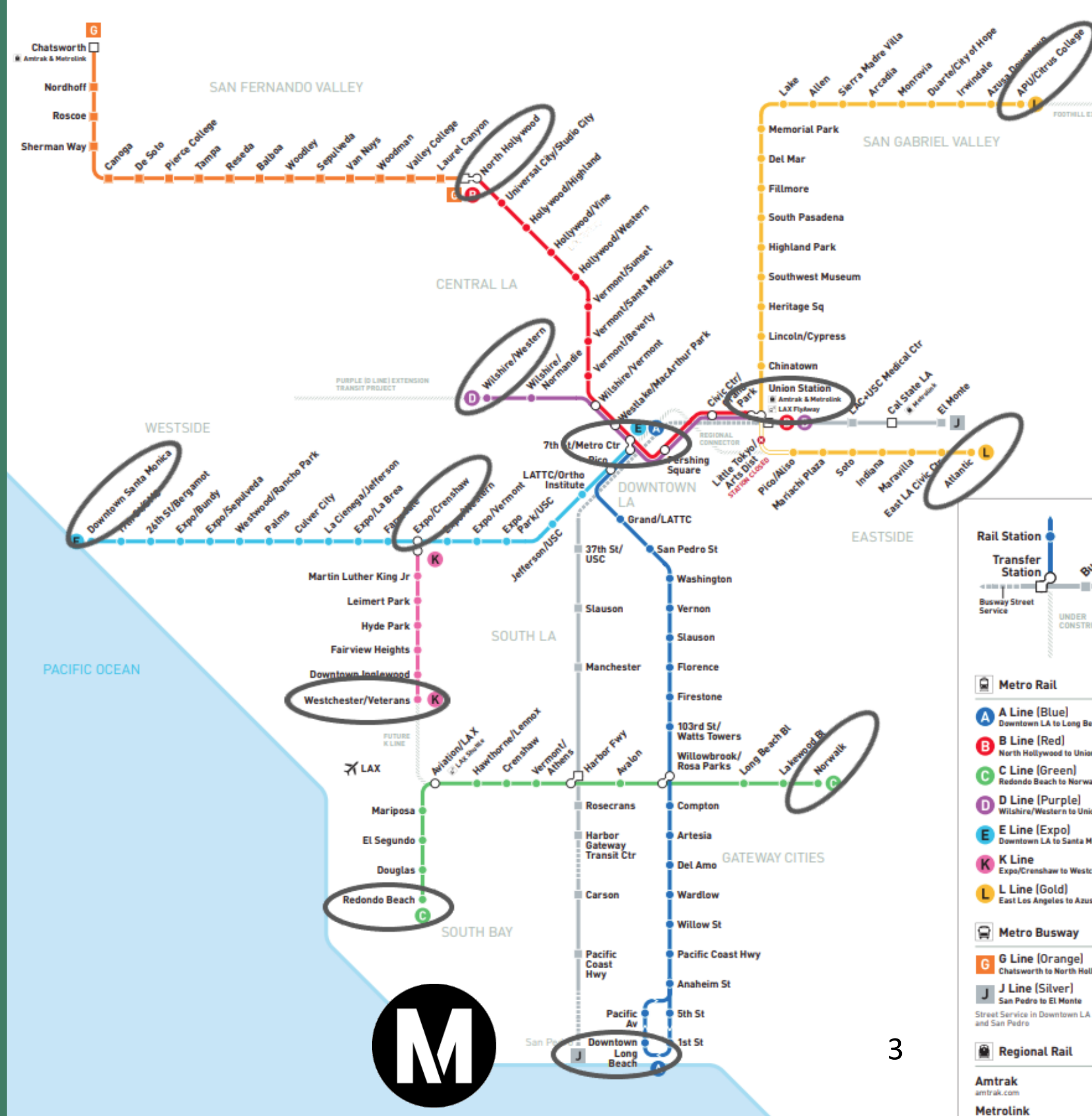
1. Metro's End of Line Policy and strategies to better serve unhoused riders at end of line stations and regional coordination efforts.
2. Potential benefits to Metro resulting from an emergency declaration.
3. Strategies to increase interim housing on Metro property.

- Motion 19.1 in January 2023 directed the CEO to examine full-service outreach models for end of line stations, support for recent emergency declarations, and to update Metro's inventory of properties that are vacant or underutilized.
- In February 2023, the Board adopted Motion 31 directing the CEO to engage LAHSA, the County CEO Homeless Initiative, and local jurisdictions on the implementation of a navigation service hub.



# Understanding Impacts – Point in Time Counts

- Dec, 2022 – April 2023 Conducted point-in-time (PIT) counts and demographic surveys at 12 of 13 EOL stations
  - Pico-Aliso EOL station scheduled for May 2023
- Average of **555** Persons Experiencing Homelessness (PEH) each night across all EOL
- In 2022, Metro estimated that there are 800 people experiencing homelessness sheltering on the entire rail system on any given night.



# Point in Time Counts – Key Findings

- ***Metro B/D (Red/Purple) Line stations within the city of Los Angeles have the highest reported PEH offloading at end of line stations.***
- Union Station, North Hollywood, and 7<sup>th</sup> Street/Metro Center Station are significant “hot spots” for homelessness between midnight – 3 am.
  - Union Station has the highest reported PEH at the end of, with a nightly average of 137 individuals observed.
  - North Hollywood Station notes 112 PEH on average nightly.
  - 7<sup>th</sup> Street/Metro Center data shows 93 PEH on average nightly.
- ***Metro will use share this data with local jurisdictions to better plan social services and resource allocation. It will also help to coordinate LAHSA’s future annual point in time counts.***





# End of Line Survey – Key Findings

**321 people experiencing homelessness surveyed at end of line stations between December 2022 and April 2023:**

- 64% noted that they were willing and ready to be connected to services and/or housing.
- 69% have experienced unsheltered homelessness within the last 30 days, sleeping in an outdoor location, such as a city sidewalk, alley, bus stop, or train station.
- 69% have experienced homelessness for at least a year or more.

***To reduce the number of PEH sheltering on Metro, there needs to be a concentrated effort for local jurisdictions, LAHSA, and the county to increase the inventory of available shelter beds and/or extend the hours of operation for social services near stations.***



# Transit Agency Strategies: Peer Review

- Transit agencies across the country are experiencing a prevalence of PEH, drug use, untreated mental health, and concern over safety. Metro visited and/or reviewed homeless strategies from:
  - Southeastern Pennsylvania Transportation Authority (SEPTA)
  - City of Philadelphia
  - Bay Area Rapid Transit (BART)
  - New York MTA
- Primary commonality across each regional approach: Coordinated Enforcement & Outreach
- Strategies of note: Homeless Hub, recurring PIT counts & data collection, partnerships with locally funded outreach, sufficient shelter availability within reasonable proximity to stations

# Navigation Hub Concept

- Metro staff, County CEO Homeless Initiative, LAHSA, Departments of Mental Health (DMH), Health Services (DHS), and the City of Long Beach are working to identify a location for a navigation hub to serve individuals who are deboarding from the Downtown Long Beach Station.
  - Evaluated the two parking lots in Long Beach and found that Willow Station parking lot is feasible for the establishment of a navigation hub program if challenges are mitigated.
- LAHSA estimates annual operational costs to be \$1 million (does not include capital costs) for a hub that would serve up to 50 individuals, with a small number of short-term crisis beds and 24-hour resource navigation services.
- City has expressed considerable concerns and has indicated informally that it is not interested in moving forward at this time.
- Metro is committed to providing Metro property near an end of line station for a hub and will continue to look for other possible locations.



# Emergency Declarations

- Public Utilities Code section 130234 allows Metro, by a 2/3 vote of the Board, to declare to and determine that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property, and thereupon proceed to expend or enter into a contract involving the expenditure of any sum needed in the emergency without observance of competitive bidding requirements otherwise required under the Public Utilities Code.
- Would allow procurement streamlining for social service contracts as part of Metro's effort to alleviate the impact of homelessness on its transit system.
- Board would need to make the findings that a state of emergency caused by homelessness in the County exists and declare such an emergency.



# Future Interim Housing on Metro Property

- Metro Housing Lab is working on strategies to streamline production of temporary housing.
- Staff analyzed the list of available Metro sites and determined preliminary capacity estimates for common modular construction typologies that could be pursued on such sites.
- Staff also assessed modular building techniques, and companies to identify quick-build foundations and utilities to further accelerate the delivery of modular and panelized construction.

## ***Key findings include:***

- Several modular products are re-useable and re-locatable.
- Temporary foundations can be used over existing parking lots and provide a crawl space where utilities can be run above ground. By using such a foundation, in some cases the expensive process of site excavation can be avoided entirely.



# Future Interim Housing on Metro Property

## ***Key findings continued:***

- Operational funding for service providers continues to be a barrier to the implementation of interim housing.
- To advance interim housing on Metro-owned property and overcome the operational funding barrier, Metro can partner with local jurisdictions coupled with agencies and nonprofits that are seeking land to include in funding applications for the construction and operation of interim housing.

# Regional Coordination on Homeless Response Efforts



- Metro's multi-disciplinary teams (MDTs) conduct intensive outreach and engagement at the hot spots systemwide daily beginning at 3 am.
- Metro has partnered with the Department of Health Services (DHS) to provide their mobile clinic services at the Westlake MacArthur Park Station twice a month with the goal of expanding to other identified hot spot stations.
- MSW Internships:
  - Metro is developing a social work student practicum outreach program. To date, staff has reached out to several schools of social work, including USC, UCLA, Cal State Northridge, Cal State Dominguez Hills, Cal State Long Beach, and UMass Global, to request a partnership with MSW student field placements at Metro.
- Standing up a regional task force consisting of LAHSA, County Homeless Initiative, Social Service Departments, and other providers.

# Next Steps

- Staff will complete the counts and surveys at the remaining end of line station and continue collaborative discussions with local jurisdictions.
- Staff will continue to work with LAHSA, the City, and the County of Los Angeles to develop partnership opportunities, specifically focused on delivering services and resources to unhoused riders onto Metro's properties, including a potential navigation hub.
- The Metro Housing Lab will continue to coordinate with Metro departments to confirm the sites that may be used for interim housing and to identify any controls required to protect Metro's interest in the property, including the ability to repurpose the property, protection of adjacent infrastructure, additional safety and security measures, etc.







## Board Report

**File #:** 2023-0095, **File Type:** Motion / Motion Response

**Agenda Number:** 19.

### EXECUTIVE MANAGEMENT COMMITTEE APRIL 20, 2023

**SUBJECT: FARELESS SYSTEM INITIATIVE (FSI)**

**ACTION: APPROVE RECOMMENDATIONS**

#### RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on funding feasibility strategies to facilitate the Fareless System Initiative (FSI); and
- B. APPROVING an extension of the Pilot GoPass Program (FSI Phase1) through FY24.

#### ISSUE

Metro has actively pursued the implementation of a Fareless pilot in LA County since 2020. Recognizing the benefits of a Fareless program while also considering the financial constraints, the Board approved phase 1 of the FSI pilot (GoPass) program in September 2021, to provide K-14 students free transit, and enhancements to the LIFE program. The report provides a recommendation to extend the GoPass pilot program for another fiscal year as staff continues to identify and pursue funding for the program.

#### BACKGROUND

In August 2020, Metro initiated a study of free fare service as a recovery strategy for the COVID-19 pandemic. The study confirmed that Metro riders are overwhelmingly low-income people of color for whom transit fares are an economic burden. The pandemic exacerbated inequalities pushing many further into poverty, resulting in low-income residents making difficult decisions about what necessities they can afford, such as food, housing, transportation, or healthcare. The key objective of the pilot FSI program is to alleviate some of the financial pressure by removing the transit cost and enabling greater economic stability for those who need it the most.

A fareless system can provide several benefits to Metro and LA County.

- Increased ridership: Cost is often a barrier for many low-income LA County residents; the frequency of usage and new riders will increase. The increased ridership can help reduce traffic congestion and air pollution throughout the County.

- Improved access to essential services: Metro is a lifeline for low-income riders. Metro provides reliable transit services to places of employment, healthcare, education, and other essential services. The cost of transportation can be cost prohibitive for some low-income residents, particularly if they need to use it frequently.
- Promote social equity: Reducing the impact of poverty on residents and communities by removing the financial barrier to ensure equal access to transportation.
- Economic benefits: Providing free public transit can stimulate local economies by making it easier for people to access jobs, goods, and services. It reduces the financial burden on LA County residents, who may be spending a significant portion of their income on transportation.
- Environmental benefits: Positive impact on public health with reduced greenhouse gas emissions and improved air quality.

On May 27, 2021, the Board approved Motion 45 by Directors Garcetti, Mitchell Krekorian, Bonin, and Solis (Attachment A) directing the Chief Executive Officer to implement the FSI, subject to a final financial plan while pursuing cost-sharing agreements.

At its September 2021 meeting, the Board approved a phased approach to FSI implementation - Phase 1 fareless for K-14 students and Phase 2 fareless for low-income residents, once funding has been identified. The Board approved the implementation of FSI Phase 1 (GoPass), which was funded with one-time American Recovery Plan Act (ARPA) funding. With this action, the Board also approved improvements to Metro's Low-Income Fare is Easy (LIFE), such as an easier application process and a reduction in cost. Increasing enrollment in the LIFE program is an important interim step to FSI Phase 2 as staff continues to identify potential federal, state, and local funding for FSI Phase 2. At the same meeting, the Board approved Motion 40 by Directors Mitchell, Solis, Garcetti, Sandoval, Bonin, and Dupont-Walker directing streamlined and accessibility improvements to the LIFE program that provides transit discounts to qualifying low-income residents. (Attachment B)

In November 2021, under the direction of Board Motion 40, Metro launched an even more streamlined LIFE program aimed at doubling enrollment in the program. The effort expanded the LIFE program to reach more eligible riders and acts as a bridge to FSI Phase 2 low-income fareless as Metro actively seeks funding for the pilot program. The LIFE program surpassed the double enrollment goal of 182,172 by the end of 2022 and a total of 217,554 life participants as of April 2023.

The GoPass Program was officially launched on September 23, 2021, as a two-year pilot.

## **DISCUSSION**

A fareless transit system in Los Angeles County is both an investment in social mobility and an important tool to assist in the fight against income and health inequality. The cost barrier to transit disproportionately impacts low-income households. Transportation costs limit mobility and access to employment, education, medical care, and social services.

By expanding mobility access, the FSI Program supports a range of interlocking economic, climate, and equity objectives. The Program's key objective is to remove barriers to mobility. Public transit provides access to jobs, economic opportunities, education, and healthcare resources while decreasing greenhouse gas emissions and congestion in the LA Metro area.

## **GOPASS**

GoPass is paving the path towards a better quality of life and future job opportunities for the most disadvantaged students in LA County. Free access to public transportation increases students' mobility, school attendance, graduation rates, and access to social activities, promoting a better quality of life and better job opportunities.

GoPass has helped to promote educational equity by ensuring that all students, regardless of financial circumstances, have equal access to the educational opportunities they need. GoPass program supports young Angelenos with greater access to higher education and better jobs. A Metro study showed that students receiving a free transit pass have up to 27% higher graduation rates, which leads to expanded academic and employment opportunities. Currently, GoPass is expanding transit options for youth to attend post-school activities.

Prior to GoPass, Metro issued 93,956 K-12 Reduced Fare passes in FY19, which accounted for 10.1 million TAP boardings on Metro and Munis. All reduced-fare college programs accounted for 57,721 passes and 7.7 million TAP boardings on Metro and participating Munis. The total reduced-fare student participation in FY19 was 151,677 passes and 17.8 million boardings.

### **GoPass Program 2-Year Pilot Overall Stats (as of 4/7/23)**

1. Registration Stats
  - 237,067 participants of the 2,016,043 students in LA County. About 18% of the student population
  - 101 participating districts
  - 1415 Participating schools
  - 16.6M boardings
  - 1.2M TAP cards provided to schools
  - 723 schools (52.74%) are within an EFC (Attachment C)
2. Applicant Stats
  - 86% of GoPass participants are over the age of 13
  - Average age is 18 years
  - 64% are Latino, 8% are Black, 14% preferred not to say, 7% are white, 7% are Asian or Pacific Islander, and 0.45% are American Indian
  - Though 48% of participants preferred not to provide household income, for those who did, 79% of participants reported a household income under \$35,000 and 89% reported a

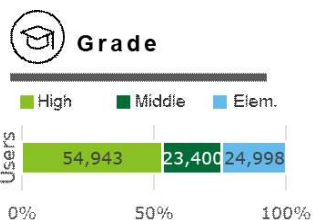
household income under \$50,000 annually.

3. Transaction Stats
  - 16.62M Boardings
  - Avg Boardings 1.2 m per month
  - 90% of Boardings are on Bus
  - 88% of Boardings during the week M-F

In the first 8 months of Year 2, the GoPass pilot program has recovered 63% of the pre-COVID student pass ridership and is estimated to reach 14M (79%) boardings by the end of FY23.

The GoPass program has also provided an additional 85,390 (56%) students with access to public transit. Families of K-12 students who participate in the GoPass program see an annual savings of \$288 per student by not having to purchase a reduced-fare student monthly pass. Community college students save \$516 per year participating in GoPass. Some community college participants are parents with children who also participate in GoPass, saving the family over \$800 per year.

GoPass first year findings:



**85% of 114K registered users** are in High School or Middle School

Community college users are about 10% of K-12



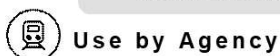
**<\$35,000**

**78% of registered users** have a household income less than \$35,000\*



**79%**

of registered users **identified as Hispanic\*** vs. 46% of students are Hispanic in LA County



**83%**

of total transactions are on Metro services

89% bus Most used: RT 100  
11% rail Most used: B and E Lines



**87%**

of trips occur during weekdays



K-12 and CC Transactions by Time



Peak hours for K-12 users are 7am/3pm; with CC more dispersed

### GoPass Costs

For the initial 2-year GoPass Pilot, Metro used ARPA funds to mitigate the cost of the program, including the loss in student fare revenues, which ensured that it did not reduce existing transit operations or state of good repair expenditures or use regional funding typically committed to bus and rail transit operations or intended for Metro’s capital program. ARPA funds were used by Metro, other transit agencies, and many participating school districts to cover the cost of the initial GoPass pilot program, which ends June 30, 2023. The cost for K-12 districts to partner with Metro is \$3 per enrolled student per year, and the cost for community colleges and adult/vocational schools is \$7 per student per year.

Factoring in estimated fare revenue losses, reimbursements from the schools/districts, reimbursements to other agencies, and TAP card and administrative costs, Metro anticipates a total annual cost of \$12.8 million for Year 2 that includes the revenue from school cost-sharing agreements. Metro Year 1 costs were \$7.8 million. The increase in Year 2 cost is driven by an increase in the number of participants and boardings and the projected loss of farebox revenue for Metro and the other participating transit agencies.

State Assembly Bill (AB) 1919, which would have provided statewide funding for student transit pass programs, was vetoed by Governor Newsom last year because the appropriate funding was not available in the state budget to support the program. Metro is continuing to work with a statewide

coalition supporting new legislation for potential statewide funding in support of student pass programs as AB 610.

Although AB1919 was vetoed, new Home-to-School (HTS) Transportation Reimbursement for school districts was implemented through AB 181 (Chapter 52, Statutes of 2022) and amended by AB 185 (Chapter 571, Statutes of 2022). It provides public school districts and county offices of education (COEs) with reimbursement of up to 60% of their transportation program costs and requires a district Transportation Plan to be reviewed by a local transit agency and adopted by the school district's governing body by April 1, 2023. Metro has assisted over 40 school districts with information, participation data, and plan reviews to meet this requirement.

Because of the availability of this new funding source, staff will negotiate increasing the GoPass cost-sharing rate for K-12 districts from \$3 to \$7 per student per year. After the 60% reimbursement, the net cost to public school districts would be \$2.80 per student, which is less than the current rate. This would result in \$3.4 million in additional funding to Metro for Year 3 of the GoPass Program and reduce the projected cost of Year 3 from \$20 million to \$16.6 million, without increasing the net cost to public school districts. (Attachment D)

Therefore, staff recommends extending the GoPass pilot program an additional year.. No increase to the cost for community colleges or adult/vocational schools will take place. This will make the cost the same for all categories of students.

## **SURVEY**

In February 2023, Metro conducted an online GoPass participant survey. The purpose of the survey was to help develop an advocacy plan for the fare program, specifically around free fares. The survey allowed Metro to collect qualitative information about the people who use the free fare program and visualize the impact of the program.

TAP sent out an online survey to 102.7k GoPass participants who were eligible and reduced-fare students using their 90 days of free fares under the LIFE Program. The survey was available in English and Spanish and was live for ten days in February 2023. 1,524 GoPass surveys were collected with a 38% response rate.

### **Key Findings (Attachment E)**

- 62% of GoPass survey participants said they ride more frequently now than before enrolling.
- Over 45% of GoPass survey participants ride Metro multiple times a day compared to only 27% before enrolling in the program.
- Over 60% of GoPass survey participants are female compared to Metro systemwide at 46%, *Customer Experience Survey 2022*
- More than 50% of GoPass survey participants previously had to choose between spending money to ride LA Metro or spending it on other important needs.
  - When having to choose between spending money to ride Metro or spending it on other important needs, 29% of survey respondents said they used their money to pay the fare.

- When asked about how they spent the money they saved under GoPass, survey participants spent the money they saved on schoolbooks and supplies, and food.
- 85% of GoPass survey participants express feeling more independent and relying less on family/friends for rides.
- 97% of GoPass survey participants feel better or much better after receiving free fares.
  
- Sample of responses when asked to “Please describe in your own words the impact of free transportation fares on your life.”
  - It's the reason why I attend college
  - Kids feel more secure riding the bus instead of walking to school or home.
  - Sometimes, I didn't have money in high school to take the metro bus, so I would have to walk like 35 minutes, but then my school gave out tap cards.
  - The impact that free transportation fares had on me were eye opening. I am now able to go to more school/community events. I don't rely so much on my parents for transportation since they can only do so much. I am very fortunate to have received this opportunity.
  - The impact free transportation fares have had on me is being able to get to school without having to worry if I will or won't have money for my bus fare there and back, as well as being able to save money to use for school or other needs I may have. It has saved me a ton since I have to take 4 buses to school and back, making it 8 buses a day
  - The free transportation fares impacted my life as I'm able to go to school every day without worrying about spending money each time I take the bus, which helps with the hardships of my financial situation I'm currently living.
  - Without free transportation fares, I literally would not be able to afford lunch. (i.e. Bread, cheese, lettuce, and meat that can last me a week) Free transportation fares have literally changed my life in more ways than one.

## FSI-Phase 2 Low-Income

As a bridge to a low-income fareless program, Metro has taken various steps to dramatically expand the number of individuals served by the LIFE Program, Metro's fare discount program that supports low-income residents' access to transportation. In 2022, registrants completed about 800,000 boardings a month on average. Currently, 78% of LIFE riders have annual incomes lower than \$41,000. 53% of LIFE riders are female.

Over the past year, Metro has specifically worked with the Los Angeles County Department of Public

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Social Services (DPSS) to increase enrollment in the program. Similarly, Metro staff has reached out to the City of Los Angeles WorkSource Centers, the Los Angeles County Department of Mental Health, and labor unions to discuss cross-promotional efforts. Metro intends to pursue other co-enrollment partnerships with the LA County Department of Children and Family Services and the LA County Development Authority's Section 8 and Public Housing participants.

In February 2023, Metro also conducted an online LIFE participant survey with the same objective as the GoPass, to collect qualitative information about the people who use the free fare program and visualize the impact of the program.

TAP sent out an online survey to 28,000 LIFE program participants who were eligible/are using 90 days of free fares. The survey was available in English and Spanish and was live for ten days in February 2023. 1661 LIFE surveys were collected with a 41% response rate.

### Key Findings (Attachment F)

- 50% of LIFE survey participants are female compared to systemwide 46%, *Customer Experience Survey 2022*
- 55% of LIFE survey participants are riding Metro multiple times a day.
- 72% rode Metro more frequently when using the free fares.
- More than 50% of LIFE survey participants have had to choose between spending money to ride Metro or spending it on other important needs.
  - When having to choose between spending money to ride Metro or spending it on other important needs, 29% of survey respondents used their money to pay the fare.
- When receiving free fares, LIFE survey participants spent the money they saved on food, housing cost, and home items.
- 95% of LIFE survey participants feel better or much better after receiving free fares.
  - The top three reasons why survey respondents felt better were because they worried less about money, felt less stressed, and were able to plan their day more easily.
- Sample of responses when asked to "Please describe in your own words the impact of free transportation fares on your life."
  - Facilita la vida y es una gran ayuda (makes life easier and is a great help)
  - I was able to schedule medical appointments at VA Hospital without worrying if I had the bus fare. I was able to travel to big food stores and not have to use local high price all stores near me
  - I am grateful for the Life Program being on a limited income and having to do other things like washing clothes, grocery shopping and getting back and forth to work during the week and on the weekends using public transportation has helped tremendously.
  - Helps a lot in paying other bills. Being part of a low income family, this was a



relief, money wise, with the 90 day free bus ride

- I get limited money on welfare. This made it easier to spend more on my children and worry less about bus rides. I take 2 busses to get them to school, then 2 more buses to get me home. Then when the day is done, another 2 busses to go pick them up and another 2 busses home. I ride the bus at least 8 times or more a day. This saves me greatly.

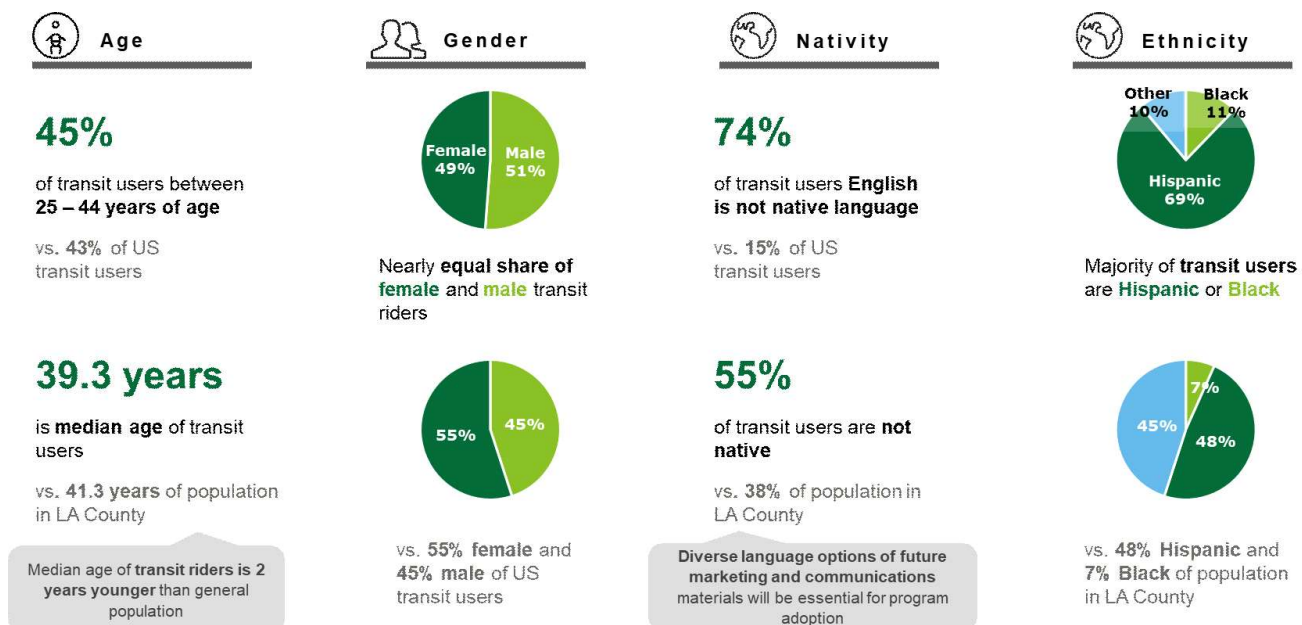
### FSI PILOT PROGRAM NEXT STEPS

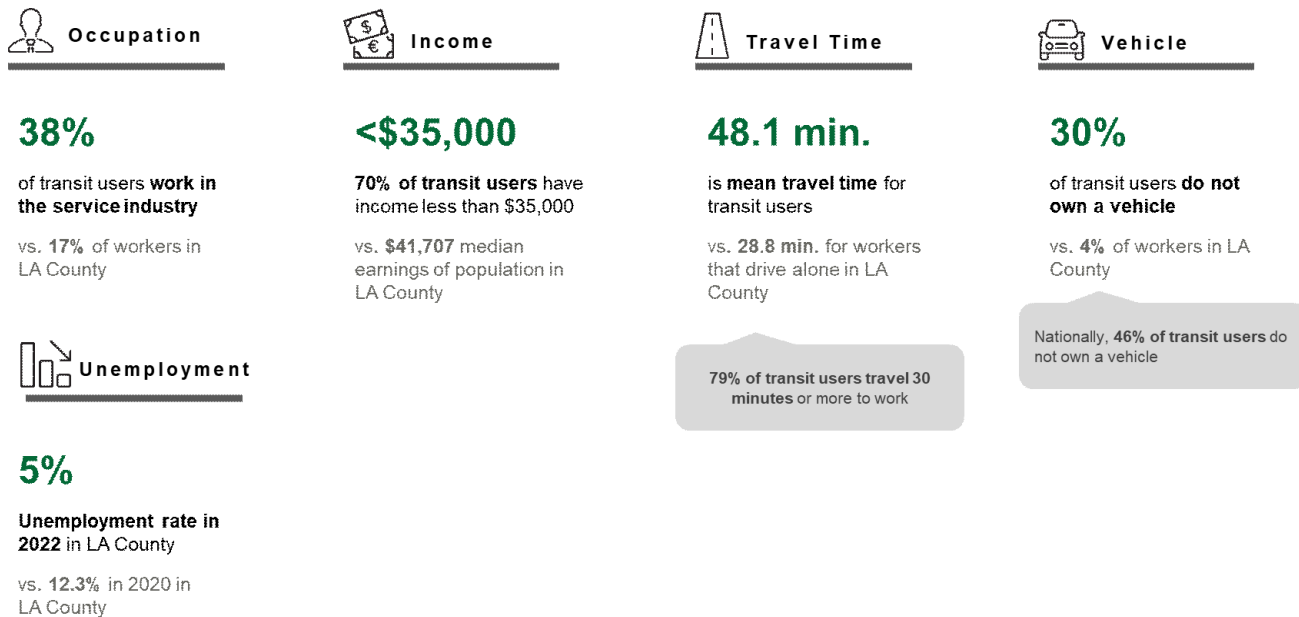
LA County has 9.8 million residents, about 25% of the entire State of California. Among Los Angeles County residents, approximately 13% live in poverty. Seventy percent of Metro customers have an annual household income of less than \$35,000. 80% of the customers are Latino/Hispanic or Black. The expansion of FSI to Phase 2 would eliminate transportation costs for extremely low-income riders and reduce equity disparities, promoting a better quality of life for LA County residents.

### LA County Transit Users:

LA County transit users are diverse and younger than the general population in LA County. They primarily work in the service industry, make less than \$35k annually, and on average, have longer commute times than drivers.

#### LA County Transit Users Overview





Metro’s next step is to identify funding opportunities to expand its fareless system initiative. Metro has been actively pursuing funding but also recently engaged Deloitte to evaluate the FSI Phase 2 Program and develop a comprehensive funding feasibility plan including Federal, State, Local, and non-governmental sources and an advocacy plan.

The advocacy plan identifies three (3) priority audiences for tailored outreach with customized propositions around the impacts on equity, economic opportunities, and climate change. Creating a broad coalition of support and securing funds from multiple sources will be critical and will require an innovative approach that highlights the equitable public transit outcomes from the FSI Phase 2 Program.

Consistent with our Board-approved Federal Legislative Program for 2023, Metro continues to be a national leader in advocating for federal programs that would establish grants in support of fare-free and reduced-fare transit programs. Previously, Metro successfully advocated for the inclusion of such funding as part of a new discretionary grant program (Affordable Housing Access Program) included in the Build Back Better Act. Unfortunately - the Build Back Better Act did not become law, and the Bipartisan Infrastructure Law - which did become law - failed to embed the language we sought to have the federal government support fare-free and reduced-fare transit programs. During the current 118th Congress, staff will continue to explore all possible legislative efforts to create a new federal discretionary grant program to support fare-free and reduced-fare transit programs.

At present, staff is working with a diverse number of stakeholders across Los Angeles County to aggressively pursue federal funding for fare-free and reduced-fare transit services in the 118th Congress through the congressionally directed Community Funding Project process - previously known as earmarks. Staff has submitted Community Funding Project requests with members of the Los Angeles County Congressional delegation (including our U.S Senators) to support Metro’s Go

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Pass Program - with strong support from members of the Metro Board and other groups, like MOVE LA, the Paramount Unified School District, the Los Angeles Unified School District, Long Beach Unified School District, Santa Monica College, Long Beach City College, among other educational institutions.

Metro staff is continuing to advocate for state funding to support the roll out of Phase 2 of FSI. The agency is supporting AB 610 by Assemblymember Holden, which would create a statewide Youth Transit Pass Pilot Program. The Department of Transportation would administer the Program to award grants to transit agencies to create and implement free youth transit pass programs. AB 610's proposed grant program would allow Metro to continue the GoPass program beyond its initial pilot phase. AB 610 builds upon the Assemblymember's similar bill from last year, AB 1919, which passed the legislature and was formally supported by Metro but was ultimately vetoed by the Governor for not having an associated appropriation. AB 610 is contingent upon an allocation of funds in the state budget and would be repealed on January 1, 2029. This bill is in line with our board-approved legislative program that seeks state funding for the implementation of a fareless transit system.

### **FSI Phase 2 Funding Sources:**

The advantages and benefits of a fareless initiative are numerous. However, the key to success for FSI is to document the program data and messaging materials so they become compelling and impactful in the funding and policy decision-making processes. With a focus on providing equitable mobility and better quality of life for Angelenos with the lowest incomes, the key funding findings and recommendations are summarized in (Attachment G)

A broad collection of funding opportunities that are potentially viable and suitable to support Metro's budget requirements for expansion of the FSI program were assessed to the degree to which various funding options provide achievable, sufficient, and sustainable support for the FSI project as scoped by Metro.

The overall scope and primary purpose of the FSI program are about affordability and access to transit for students and low-income residents, however, the program's implementation approach and timeline are areas where the funding challenges loom largest. The current implementation plan for low-income is based on an estimated cost of \$439 million over eighteen months and more than 1 million eligible residents. These program assumptions, costs, and timeline will lead to a weaker funding feasibility plan and a lower probability of a sustainable program.

The FSI feasibility funding plan requires leveraging a combination of federal, state, local, philanthropic, and non-profit sources. Contributing sources may vary significantly throughout the years and are dependent on numerous and unpredictable variances that will present challenges for a sustainable fund source. A summary of all programs can be found in Attachment H.

**Federal Funds:** 69 specific programs were evaluated, including 56 from IIJA, 7 from USDOT, and six from HUD. Three federal programs with "High" alignment were identified, all through the Infrastructure Investment & Jobs Act. The Plan identified the Department of Transportation RAISE Grant Program, the FTA's Enhanced Mobility of Seniors & Individuals w/ Disabilities, and the FTA

Research Development, Demonstration, and Deployment Projects grant opportunities.

### **Federal Funding Challenges**

- Federal programs do not directly list fare assistance as an eligible use of funds
- Regulations are not clear around the use of funds for fare revenue replacement
- Most Federal programs require cost sharing of 20% to 50% with awarded agencies

### **Federal Funding Opportunities**

- Federal program awards are generally higher in value
- An award for FSI could create a use case for federal support for funding fareless transit
- Metro could have the opportunity to help shape legislation for fareless programs at the federal level leveraging data from GoPass

**State Funds:** 16 programs were evaluated. Two state programs with “High” alignment were identified, namely the Air Resource Board’s Sustainable Transportation Equity Project (STEP) and Caltrans’ Low Carbon Transit Operations Program (LCTOP)\*. Categories used to support the state ranking alignment were transportation, education, growth, climate, resource, and workforce.

### **State Funding Challenges**

- Majority of State programs are for competitive grants, with several oversubscribed in recent fiscal years
- Reduction of greenhouse gas emissions is a top priority for capital investments compared to fareless initiatives

### **State Funding Opportunities**

- Share the FSI vision of success with stakeholders and highlight two years of GoPass and LIFE actual data as proof that fareless programs will create a significant community and transit impact.
- Use media and communications channels to keep stakeholders informed with data. One of the challenges to obtaining multiple years of funding for fareless initiatives is the lack of data to support political decisions. FSI can change this scenario by providing updated data for Los Angeles, the second largest transit market in the country.
- Build political support for future fareless legislation and policy development.

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**Local Funds:** Local measures and potential funds from local municipalities were evaluated, in addition to 26 alternative revenue options. Two measures and two propositions with “High” alignment were identified that have designated allocations that may fund operational expenses and transit related programs such as FSI.

### **Local Funding Challenges**

- Creating local stakeholder buy-in to fund the program
- Competing funding priorities with major local issues such as housing
- Elevating the importance of fareless initiatives to top of local conversations to emphasize and raise the priority to allocate local funds for fareless initiatives

### **Local Funding Opportunities**

- Define a unique value proposition that will resonate with local community aspirations
- Gather political support for legislative solutions that could drive new sources of revenue to be directed to fareless initiatives
- Eliminate transit cost barrier from the most needed parcel of the population
- Review existing congestion pricing policies that are designed to maintain free flow traffic conditions in the managed lanes. Amplify the local voice for policy changes that allocate a portion of toll revenue to the fareless initiative as a congestion reduction measure to incentivize people to use transit, thereby reducing the number of personal vehicles in the managed lanes
- Take the opportunity to serve as a pathway to create a transit model that fights against climate, poverty and increases ridership

**NGO/Philanthropy and Private Sector Funds:** 46 organizations were evaluated as potential supporters of FSI Phase 2. 15 potential supporters with “High” alignment with the goals of a fareless program for low-income riders,

**Alternative Revenue Options:** In addition to government funding sources, the FSI Phase 2 Funding Plan identified potentially innovative options to generate revenue from local, nongovernmental, and private sector partners that align with the objectives, benefits, and outcomes for low-income riders envisioned through FSI Phase 2. Upon initial review, Metro staff believe that the following concepts are worthy of further investigation:

- o **Employer Certification Program** - Develop a "Transit Friendly Employer" program that requires a % of fare purchases to be donated to FSI
- o **Congestion Pricing** - Allocating or competing for a portion of the revenue generated

from congestion pricing on toll lanes

- o **Cost Sharing with Health Insurance Companies** - Insurance will cover the cost of trips to/from health care appointments
- o **Toll Round-Up** - Institute a toll “round up” feature to allow Express Lane drivers to round up their tolls

**Funding Key Considerations:**

The FSI Phase 2 funding plan should take a funding compilation approach since there is no clear single funding source that can meet the total needs of the program. The FSI Program size and scope make it necessary to anticipate and overcome potential barriers or limiting factors. Defining and advocating around the program benefits are essential to making the fareless initiative a viable program for the future. Finding a dedicated, evergreen funding source will be a challenge. One time money may start a program but may not be available to sustain the program creating an ongoing operating expense. It is more detrimental to riders to start and end a program abruptly because there is no funding. It may be even more detrimental to cut service because of the lack of funding.

However, there are a considerable number of funding sources and opportunities with federal, state, local, private sector, and NGO philanthropic organizations with strong program alignment. The limited budget and the competitions between programs are real and require strong, consistent, and long-term advocacy efforts combining transit agencies, political support, organizational encouragement, and community allyship to move FSI forward.

*FSI Phase 2 Inter-locking Objectives*



- Federal and State funding sources can be unpredictable unless fareless legislation is in place.
- Federal programs are generally for capital program investments and do not directly list fare assistance under eligibility criteria. However, the reduction of greenhouse gas emissions and other Justice40 grant opportunities can support the FSI Phase 2 funding strategy.
- Most federal funding program awards require cost sharing of 20% to 50%.
- A majority of state programs are for competitive grants, with several oversubscribed in recent fiscal years.
- Measure A, Measure R, Proposition A, and Proposition C have designated allocations that may be leveraged to fund FSI.
- Many philanthropic institutions do not make recurrent donations. Dedicated year-over-year funding is not guaranteed unless it is specified in an existing agreement.
- Sustainable funding support is vital to the success of the program, and we have identified various high-alignment alternative revenue sources that can contribute significantly to the program. These alternative revenue sources, such as a partnership program (pay-it-forward), a toll roundup program (new concept), and philanthropic bulk purchases, are further explored in the report.
- Metro is well positioned to partner with large private-sector companies that have strong Diversity, Equity and Inclusion (DEI) commitments and substantial budget allocations towards social programs, such as FSI, that bring positive impact to the county's economy, well-being, environment, and sense of community.
- Metro can advocate and lobby for legislative appropriation and policy mandate to fund the fareless program long-term

## **DETERMINATION OF SAFETY IMPACT**

This action will not have an impact on safety standards at Metro

## **FINANCIAL IMPACT**

### **Impact to Budget**

The GoPass Pilot program years 1 and 2 were partially funded by the cost sharing agreements with the schools. The loss in revenues from K-14 students was absorbed by the ARPA funding in FY23, which allowed transit agencies to use ARPA to mitigate the loss in fare revenues. Metro has exhausted all ARPA funding in FY23. Extending the pilot to year 3 requires the identification of funding to continue the pilot into FY24. The estimated cost of extending the pilot is \$20 million, which

includes the loss in fare revenues expected from K-14 riders.

Metro will set aside \$20-\$25 million in operating eligible funds to cover the cost of the program in the FY24 budget.

## **EQUITY PLATFORM**

At its core, the goal of the FSI Pilot Program is to achieve greater equity by reducing barriers to mobility and improving access to transit for all communities. Increased transit ridership adds social and environmental benefits to the LA region. For students, access to transit increases the probability of students becoming long-term transit riders, improves school attendance and academic performance, and increases participation in extracurricular activities and employment.

Transportation is a basic need for the Los Angeles region, and the GoPass program makes Metro more accessible while providing financial relief from transportation costs for students and families. Data analysis of boardings in September and October 2022 showed that 61% of GoPass boardings occurred in Equity Focus Communities (EFCs), and 22% of GoPass boardings occurred in areas designated as food deserts by the United States Department of Agriculture (USDA). Further, as shown in the most recent GoPass Program surveys, the program has directly improved student access to education, extracurricular activities, school supplies, and even food, while alleviating transportation logistics and cost burden on households and families.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal #3, Enhancing communities and lives through mobility and access to opportunity, “by reducing the cost of riding transit for K-12 and Community College Students in Phase 1 and low-income riders in Phase 2.

## **ALTERNATIVES CONSIDERED**

The Board can choose not to approve staff recommendations to extend the pilot period for GoPass through FY24 or to pursue funding strategies. This is not recommended as it will not support Metro’s goal to achieve greater equity by reducing barriers to mobility and improving access to transit for all communities.

## **NEXT STEPS**

Staff will further assess and pursue, where applicable, potential funding sources as described in the FSI Phase 2 funding feasibility plan to support ongoing costs associated with the GoPass Program and future implementation of FSI Phase 2, which seeks to provide a fareless program to low-income riders.

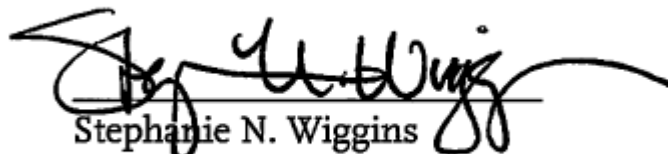


**ATTACHMENTS**

- Attachment A - Board Motion 45
- Attachment B - Board Motion 40
- Attachment C - FSI Schools Within EFCs
- Attachment D - GoPass Pilot Cost Summary
- Attachment E - GOPass Survey Findings
- Attachment F - LIFE Survey Findings
- Attachment G - Key Funding Findings and Recommendations
- Attachment H - Potential Funding Sources

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Stephanie N. Wiggins  
Chief Executive Officer



Board Report

File #: 2021-0372, File Type: Motion / Motion Response

Agenda Number: 45.

**REVISED**  
**REGULAR BOARD MEETING**  
**MAY 27, 2021**

Motion by:

**DIRECTORS GARCETTI, MITCHELL, AND KREKORIAN**

Fareless System Initiative

Metro’s Fareless System Initiative (FSI) is one of the most transformative efforts Metro can take to help Los Angeles County emerge from the pandemic, advance equity, reduce transportation emissions, simplify students’ return to school, and increase ridership.

The pandemic has hit students hard. Once the Department of Public Health and schools deem it safe for students to fully return to in-person learning, Metro, municipal operators (munis), and school districts should do everything possible to make the transition back effortless for these families. Studies across the country have shown that the lack of access to transportation is a barrier to student attendance and, therefore, academic success.

Moreover, Metro riders’ median household income is \$19,325 systemwide, with approximately 70 percent of Metro riders considered low-income under federal Department of Housing and Urban Development definitions. Many of our riders depend on Metro to reach their jobs as essential workers, and during the pandemic they suffered unavoidable financial impacts. Fareless transit would alleviate some of this burden, helping Los Angeles County get back on its feet.

As the FSI pilot has been developed, the following items remain to be finalized:

1. An efficient implementation process, as well as agreements with the school districts, needs to be put in place to distribute fareless K-12 and Community College student passes.
2. A final funding plan needs to be created.
3. A key concern of municipal operators is the continuation of existing funding agreements with community colleges. These funding agreements have, in many cases, taken years to negotiate. While FSI remains a pilot, these agreements and processes should be kept in place.
4. A mission statement and goals are necessary to help communicate the need for this program.
5. The existing FSI Task Force that developed the pilot should be re-formed to focus on implementation.

Board action is required to ensure these key areas of risk can be addressed and to provide clarity on

FSI's advancement and next steps.

**SUBJECT: FARELESS SYSTEM INITIATIVE**

**RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Mitchell, and Krekorian that the Board direct the Chief Executive Officer to implement the Fareless System Initiative, subject to a final financial plan and while pursuing cost-sharing agreements.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

*Administrative Coordination*

- A. Develop strategies to streamline and simplify the eligibility process for participants, striving to remove as many barriers to entry as possible;
  - 1. Include an evaluation of a self-attestation process for low-income riders;
- B. Partner with school districts on administrative coordination to enable availability at pilot launch to all LA County school and community college districts (based on each district's interest), including but not limited to any required Memoranda of Understanding or TAP coordination;

*Funding*

- C. In partnership with implementation partners and key stakeholders, pursue and support federal and state opportunities and legislation to fund the Fareless System Initiative, both the pilot phase and any permanent program (should the Board decide to continue past the proposed pilot period), including but not limited to the federal Freedom to Move Act;
- D. Pursue reasonable cost-sharing agreements with school districts;
  - 1. Seek to take advantage and leverage any existing student transportation fee programs (e.g., student-approved LACCD fees);
  - 2. Seek to preserve existing funding agreements between school districts and transit operators;
    - a. Wherever municipal operators have existing fareless agreements with community college districts, consider accepting muni student transit passes on Metro for the duration of the pilot;
  - 3. Seek new funding agreements for districts without any existing discounted or fareless student pass programs (e.g., U-Pass);
- E. Consider pursuing private funding opportunities, including but not limited to philanthropic partnerships;

*Follow-Up*

F. Report to the Board monthly on the development, launch, and performance of the Fareless System Initiative. The first update should include:

1. A mission statement and goals for the FSI pilot;
2. Lists of interested municipal operators, school districts, and community college districts;
3. An update on the refined FSI financial plan; and
4. Identification of a cross-departmental implementation team.

**HAHN AMENDMENT:** Direct the Chief Executive Officer to prepare a financial plan for the implementation of a Fareless System Initiative that meets the conditions provided below to the Board's satisfaction:

1. Municipal and local operators that choose to participate will be fully included and provided the same type of fare subsidy as Metro transit operations, in order to ensure a seamless rider experience regardless of geographic location or transit provider;
2. The initiative is funded without reducing existing transit operations or state of good repair expenditures or by using regional funding typically committed to bus and rail transit operations or intended for the capital program;
3. Opportunities to expand or adjust existing fare subsidy programs to maximize community benefit have been studied and presented to the Board; and,
4. An initiative can be scaled and/or targeted in a manner that best aligns with Metro's Equity Platform, adopted by the Board in March 2018.

**MITCHELL AMENDMENT:** Direct Metro CEO to Continue the current fare collection policy in perpetuity until the Metro Board is satisfied with a financial plan for Fareless.

**BONIN AMENDMENT:**

1. Report back in the financial plan with information on the costs, including administration, technology, and enforcement, of the proposed pilot program compared to a universal fare-free system.
2. Include in the overall final program evaluation:
  - a. Reach of the program, including student and low-income participation rates.
  - b. Effectiveness of the program in improving mobility, increasing student attendance and performance, shifting travel behavior, reducing automobile use, and increasing transit ridership.

- c. The net cost of the program and cost per rider.

**SOLIS AMENDMENT:** Report back on the feasibility of using the Federal American Rescue plan funding for the pilot.

**Metro**Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA**Board Report****File #:** 2021-0627, **File Type:** Motion / Motion Response**Agenda Number:** 40.**REVISED  
REGULAR BOARD MEETING  
SEPTEMBER 23, 2021****Motion by:****DIRECTORS MITCHELL, SOLIS, GARCETTI, SANDOVAL, BONIN, AND DUPONT-WALKER**

Related to Item 35: Fareless System Initiative (FSI)

Effective March 23, 2020, former LA Metro CEO Phil Washington ordered that all passengers shall board the rear door when entering an LA Metro bus and, accordingly, removed the requirement for bus passengers to use the fare box. This practice was established to reduce the risk of COVID-19 transmissions on transit and to protect transit operators at the front of the bus from potential exposure to COVID-19. While put in place as a health pandemic response, this practice has been one of the most effective strategies in our region to respond to the economic pandemic our communities face.

Riders and community advocates quickly embraced LA Metro's fare free bus service and in August 2020, CEO Washington announced the formation of the Fareless System Initiative (FSI) Task Force to study the potential for continuing fare-free service as a recovery strategy to continue after the pandemic. The Task Force's research confirmed what riders already know; that LA Metro's riders are overwhelmingly low-income people of color for whom transit fares are an economic burden and for whom fare enforcement perpetuates racial disparities. Furthermore, the Task Force found that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative. Buoyed by these findings, on May 27, 2021, the Board directed staff to proceed with FSI, subject to a final financial plan, which is before the Board for consideration today.

The financial plan identifies funding for free student passes as Phase 1 of FSI. Staff has moved quickly to build on the previously existing U-Pass program to expand free student passes to students in every participating school district throughout the county. However, the financial plan does not identify the funding needed to move forward and launch Phase 2 of FSI, which would serve all low-income riders. In the interim, staff proposes to build on the existing LIFE Program as a first step toward FSI Phase 2, until additional funding can be secured.

Increasing enrollment in the LIFE Program is an important interim step for an expansion of FSI. If implemented, it will create a pre-qualified pool of applicants for FSI Phase 2. While enrollment has grown since its launch in 2019, the LIFE Program still falls far short of its intended impact, largely due

to intimidating, restrictive, and tedious enrollment barriers. The current LIFE Program design will require an overhaul to meet the needs of eligible low-income riders. Namely, the LIFE Program must be far easier to enroll in, more accessible, easier to pay for, and truly affordable for low-income riders.

Our communities are still faced with a dual economic and health pandemic that racial and economic inequalities have further exacerbated. Programs across this region-created to support families in need-will be expiring later this year, despite evidence that these programs have collectively spurred a record drop in poverty (as much as half according to the Urban Institute). Costs will quickly escalate for families, many of whom are still unemployed, taking care of children and loved ones at home, and paying off rental debt. LA Metro must do more to prevent the resumption of fares from exacerbating economic distress among economically vulnerable people in our communities. Removing financial barriers for those who cannot afford transportation creates a lifeline for those who need access to essential travel.

Revamping the LIFE Program will alleviate the impact of fares on low-income riders while preparing LA Metro to implement FSI Phase 2.

**SUBJECT: AMENDMENT TO FARELESS SYSTEM INITIATIVE (FSI)**

**RECOMMENDATION**

APPROVE Motion by Mitchell, Solis, Garcetti, Sandoval, Bonin, and Dupont-Walker that the Board direct the Chief Executive Officer to:

- A. Develop a plan to double the number of LIFE Program enrollees by the end of 2022.
- B. Expedite a streamlined application system that enables on-the-spot enrollment and the immediate issuance of LIFE Program benefits through a process that allows applicants to self-certify qualification in the program. Applicants should attest that their information and eligibility in the program is accurate under penalty of fine.
- C. Ensure the fare capping pilot approved by the Board in March 2021 applies to LIFE Program participants.
- D. Expand partnerships with local, state, and federal public benefit programs to automatically enroll members in LIFE upon qualification.
- E. Partner with community-based organizations to canvass LA Metro buses and trains to enroll qualifying riders.
- F. Provide three months of fareless transit to new enrollees as an incentive to enrollment, beginning upon the resumption of fare collection.
- G. Evaluate whether qualified applicants can enroll in the LIFE Program with the next generation of touch screen TAP Vending Machines.

WE, FURTHER MOVE, that the Board direct the Chief Executive Officer to:

- H. Continue the current boarding practices until prospective participants can enroll-on-the spot and self-certify their eligibility, with no less than 90 days for promotion and 45 days for enrollment before fare collection resumes. The resumption of fare collection should also be subject to a 45-day awareness-building period that fares collection will resume as detailed in Attachment I of the September 2021 FSI report (Board File 2021-0574).
- I. Return to the Board in January 2022 with an update on LIFE Program changes.
- J. Conduct a LIFE Program evaluation - in partnership with community-based organizations -- to:
  - 1. Develop additional strategies that support the enrollment of new participants in the LIFE Program.
  - 2. Survey and convene current and prospective LIFE Program enrollees on how well the current program meets the needs of eligible applicants.
  - 3. Review current benefit levels and recommend changes, as appropriate.

**BONIN AMENDMENT:**

I would like Metro staff to come back to us in your next report with a more reasonable evaluation of the benefits and costs of going truly fareless. This analysis needs to consider:

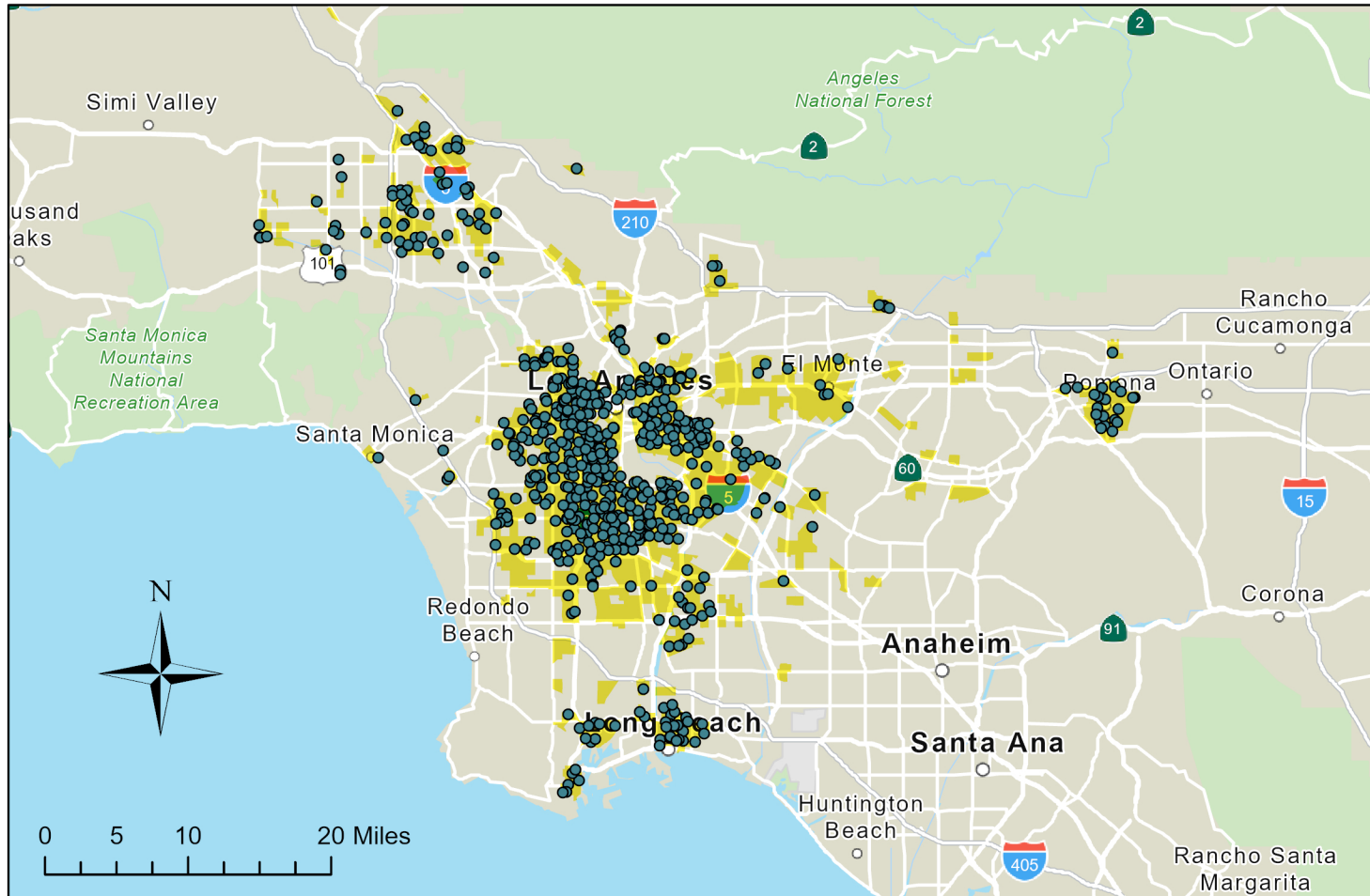
- A. A phased approach that winds down contracts rather than breaching them.
- B. The cost of anticipated upgrades and maintenance of our fare collection system that could be avoided.
- C. Realistic ridership and fare revenue forecasts that take into account actual ridership trends, use today's ridership as a baseline, and factor in already Board-approved discounts, including today's actions.
- D. Operational savings from reduced bus dwell times and reduced staff needs for fare collection and enforcement.
- E. Validating cost assumptions from munis.
- F. Looking more holistically at Access Services, including potential savings from Federal waivers and coordination with Microtransit; and
- G. Look at universal \$26 pass proposal from Bus Riders Union.

**KUEHL AMENDMENT:**

Report back on the communication plan.



# FSI Schools Within EFCs



**Legend**

- FSI Schools Within EFCs
- EFCs (Updated 2022)



## Executive Summary – GoPass Program Survey

### Background

In February 2023, LA Metro conducted an online GoPass participant survey. The purpose of the survey was to help develop an advocacy plan for the fare program, specifically around free fares. The survey allowed LA Metro to collect qualitative information about the people who use the free fare program and visualize the impact of the program.

### Methodology

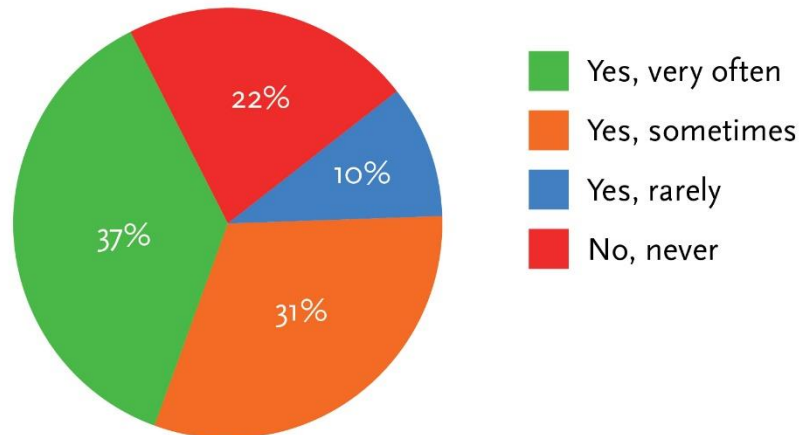
TAP sent out an online survey to 102.7k GoPass participants who were eligible and/or using 90 days of free fares. The survey was available in English and Spanish and was live for 10 days in February 2023. 1,524 GoPass surveys were collected with a 38% response rate.

### Key Findings

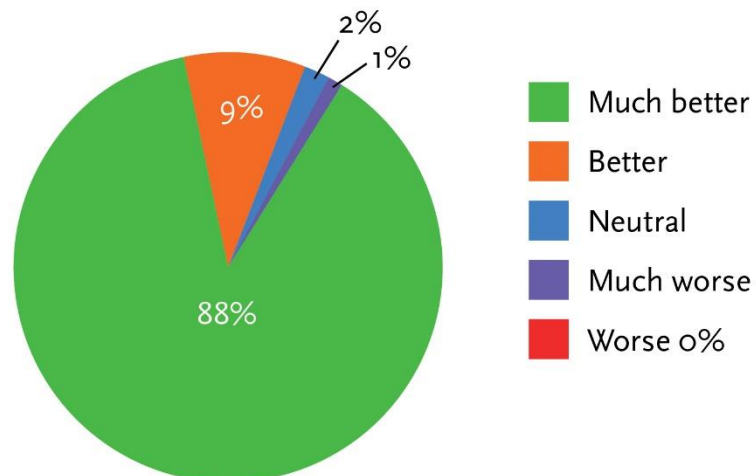
- 62% of GoPass survey participants ride more frequently now than before enrolling.
- Over 45% of GoPass survey participants ride LA Metro multiple times a day compared to only 27% before enrolling in the program.
- Over 60% of GoPass survey participants are female compared to Metro systemwide at 46%, *Customer Experience Survey 2022*
- More than 50% of GoPass survey participants have had to choose between spending money to ride LA Metro or spending it on other important needs.
  - When having to choose between spending money to ride LA Metro or spending it on other important needs, 29% of survey respondents used their money to pay the fare.
- When asked about how they spent the money they saved, GoPass survey participants spent the money they saved on schoolbooks and supplies and food.
- 85% of GoPass survey participants express feeling more independent and rely less on family/friends for rides.
- 97% of GoPass survey participants feel better or much better after receiving free fares.

## GoPass Survey Summary

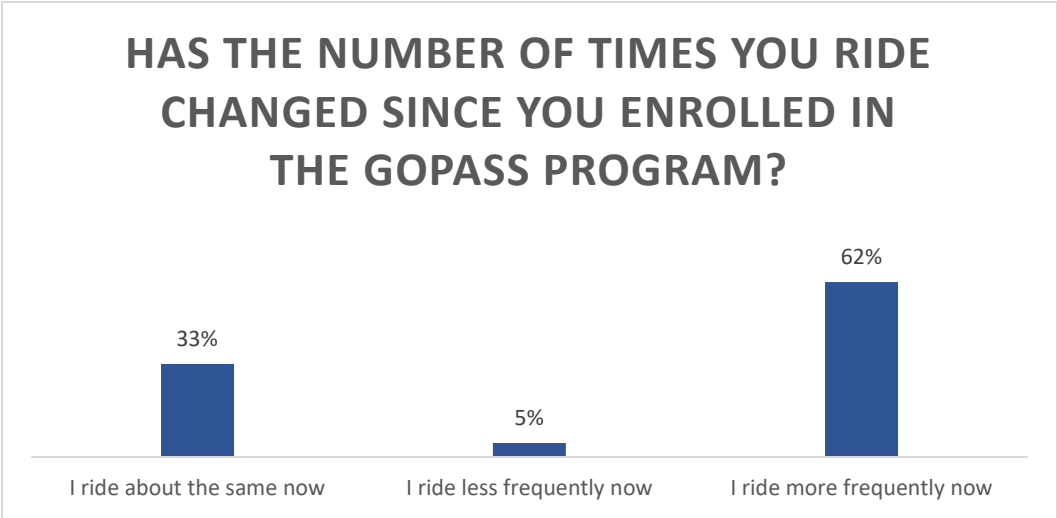
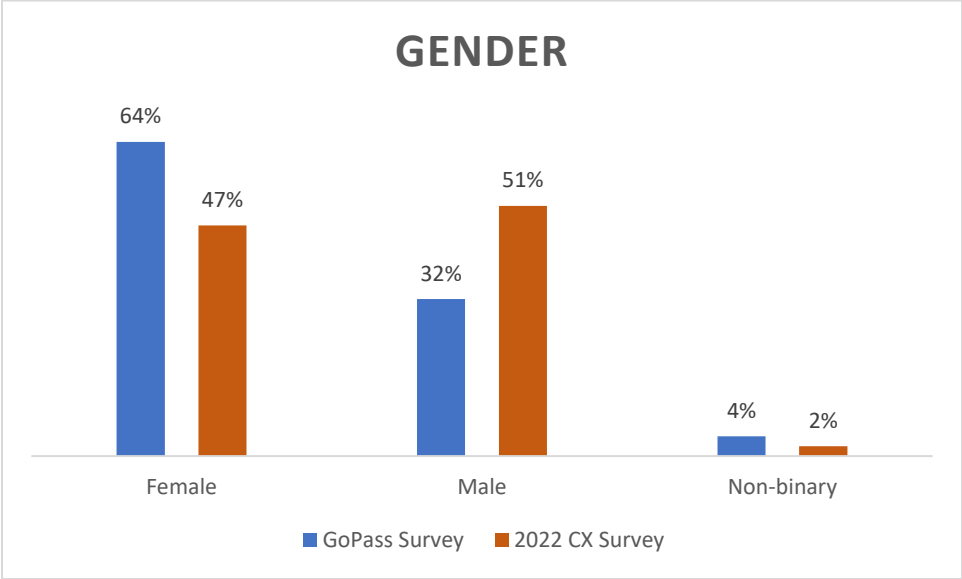
**Before enrolling in the GoPass Program, did you ever have to choose between spending your money to ride Metro or spending it on other important needs (like food, rent, childcare, health services, etc.)?**



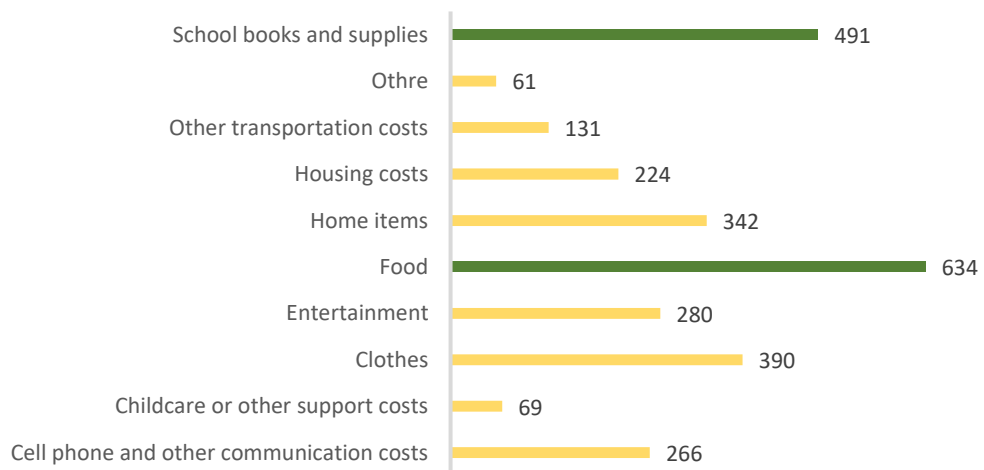
**How does receiving a free pass impact how you feel?**



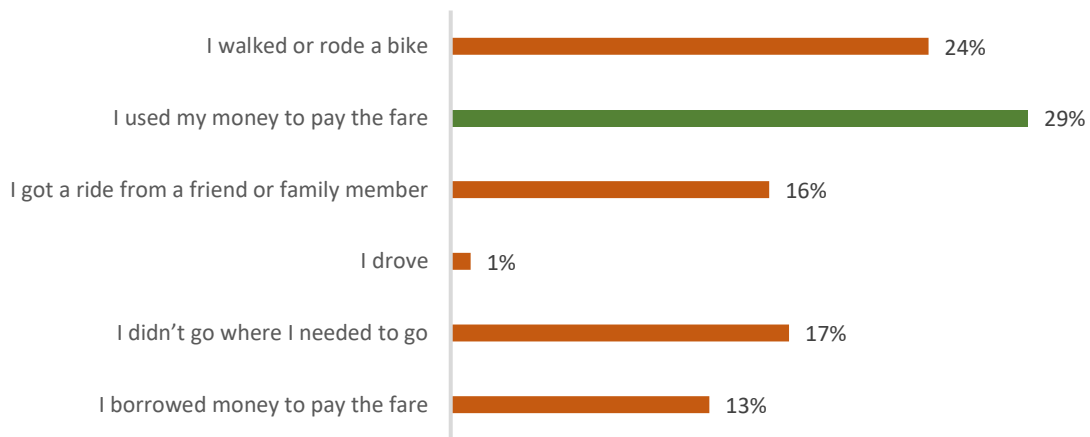
# Unformatted Graphs



**WHERE DO YOU SPEND THE MONEY  
YOU SAVED? *PLEASE SELECT ALL THAT  
APPLY***



## WHEN YOU HAD TO CHOOSE BETWEEN PAYING TO RIDE LA METRO OR PAYING OTHER IMPORTANT NEEDS, WHICH STATEMENT BEST DESCRIBES YOUR DECISION?



## YOU MENTIONED YOU FELT BETTER WITH FREE FARES. **PLEASE SELECT ALL THE WAYS THAT YOU FELT BETTER**



## Executive Summary – LIFE Survey

### Background

In February 2023, LA Metro conducted an online LIFE participant survey. The purpose of the survey was to help develop an advocacy plan for the fare program, specifically around free fares. The survey allowed LA Metro to collect qualitative information about the people who use the free fare program and visualize the impact of the program.

### Methodology

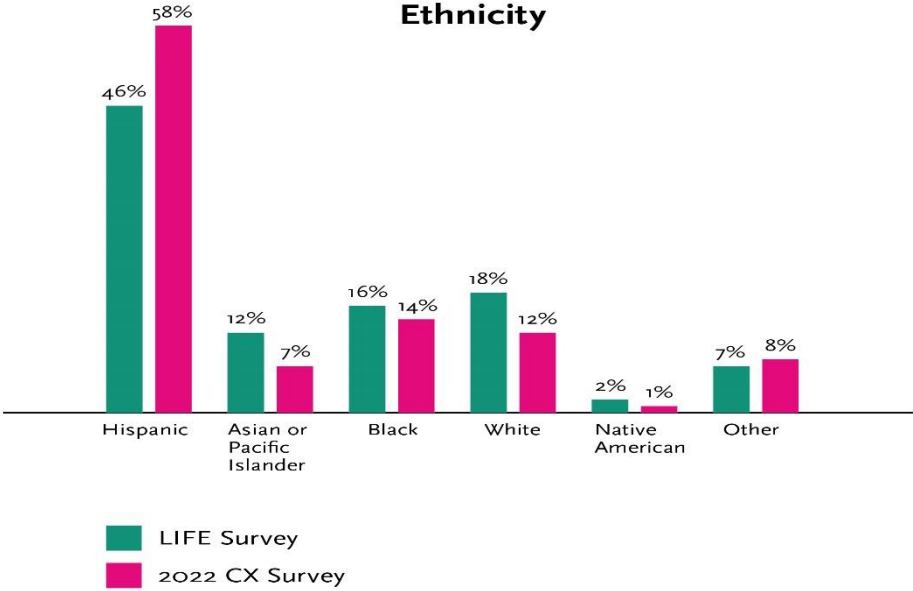
TAP sent out an online survey to 28.04k LIFE program participants who were eligible/are using 90 days of free fares. The survey was available in English and Spanish and was live for 10 days in February 2023. 1661 LIFE surveys were collected with a 41% response rate.

### Key Findings

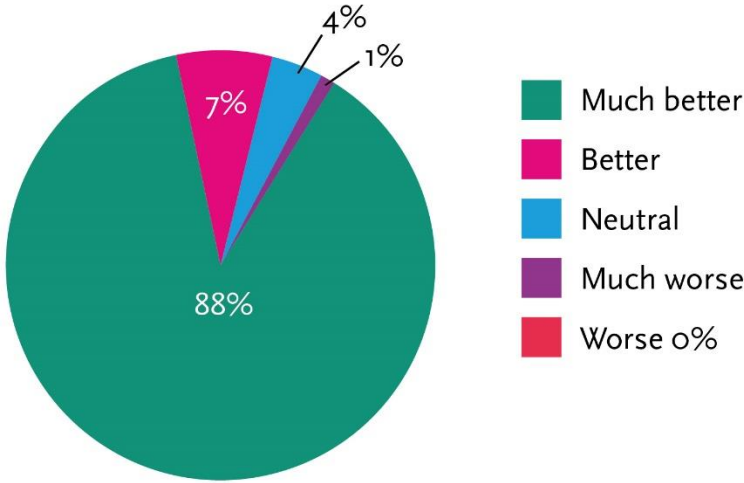
- 50% of LIFE survey participants are female compared to systemwide 46%, *Customer Experience Survey 2022*
- 55% of LIFE survey participants are riding Metro multiple times a day.
- 72% rode Metro more frequently when using the free fares.
- More than 50% of LIFE survey participants have had to choose between spending money to ride LA Metro or spending it on other important needs.
  - When having to choose between spending money to ride LA Metro or spending it on other important needs, 29% of survey respondents used their money to pay the fare.
- When receiving free fares, LIFE survey participants spent the money they saved on food, housing cost, and home items.
- 95% of LIFE survey participants feel better or much better after receiving free fares.
  - The top three reasons why survey respondents felt better were because they worried less about money, felt less stressed, and were able to plan their day more easily.



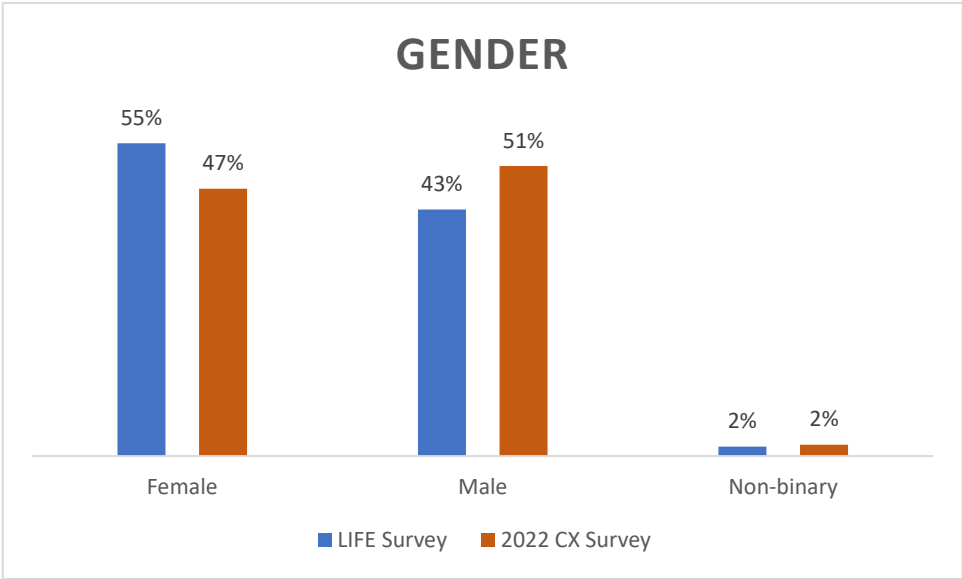
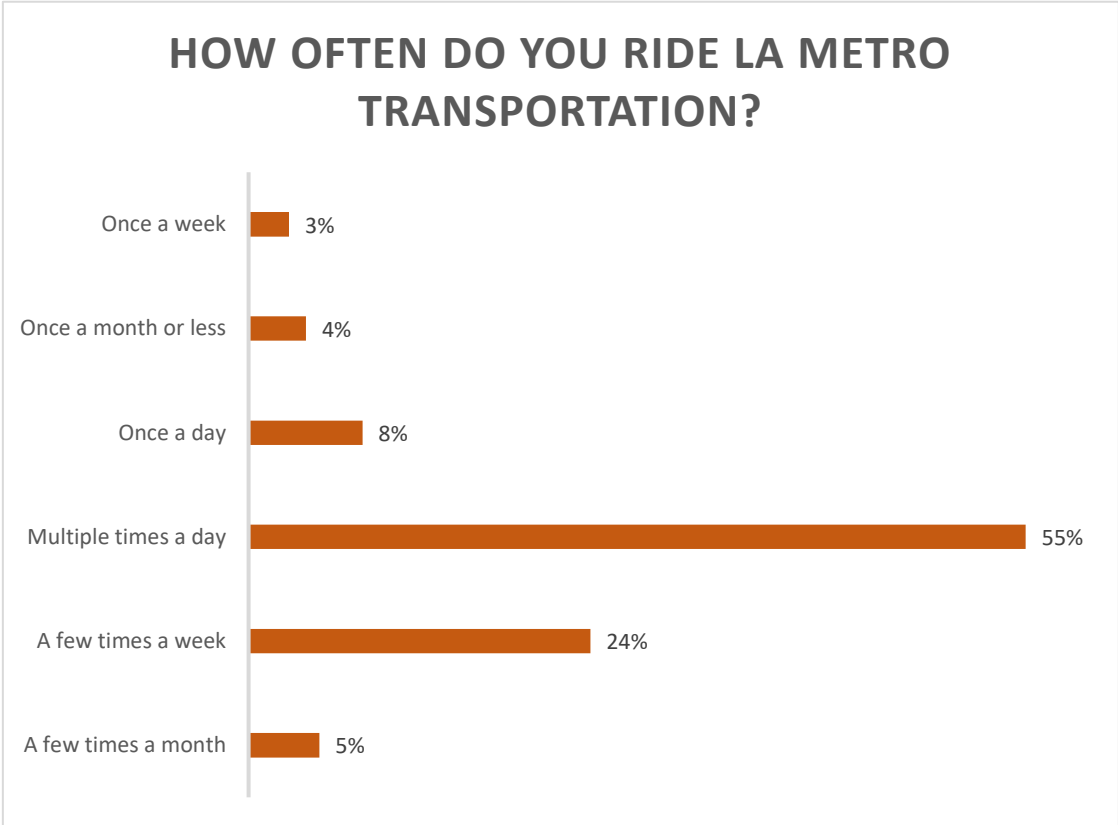
# LIFE Survey Summary



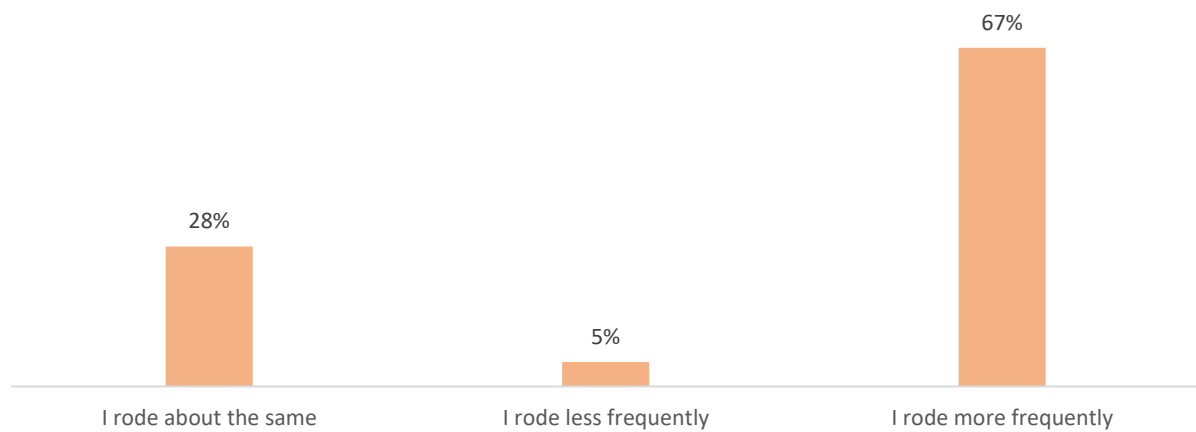
## After receiving free fares, how did you feel?



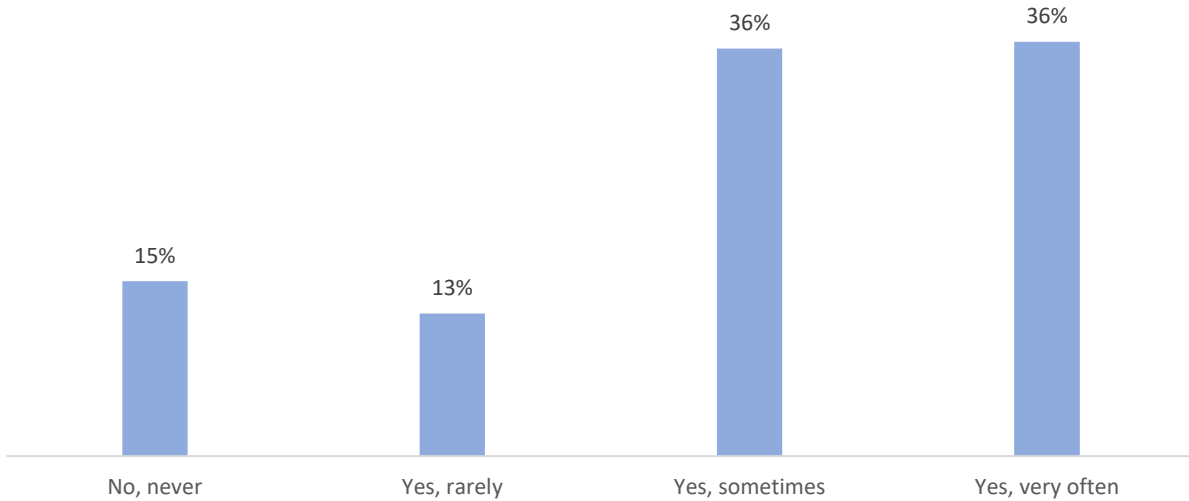
# Unformatted Graphics



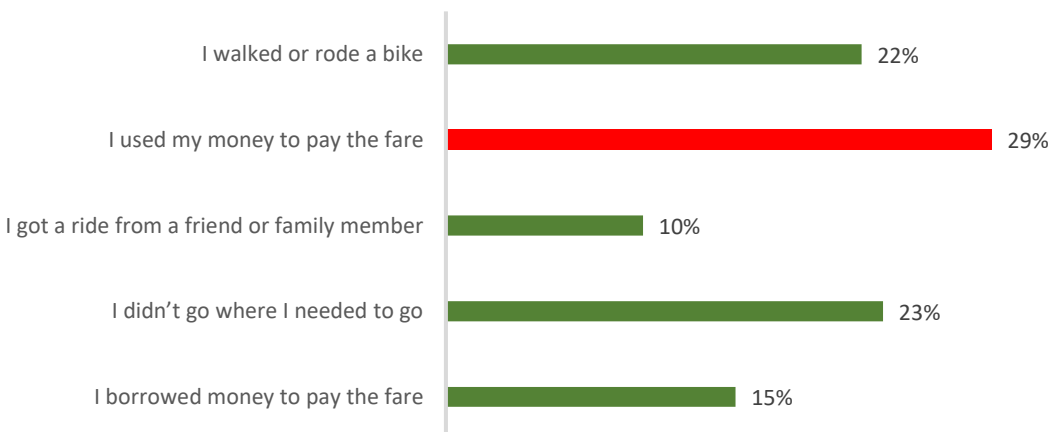
**PLEASE THINK ABOUT THE TIMES WHEN YOU  
HAVE RECEIVED FREE FARES, AND DID NOT  
HAVE TO PAY TO RIDE LA METRO  
TRANSPORTATION. DID THAT AFFECT HOW  
FREQUENTLY YOU RODE LA METRO  
TRANSPORTATION?**



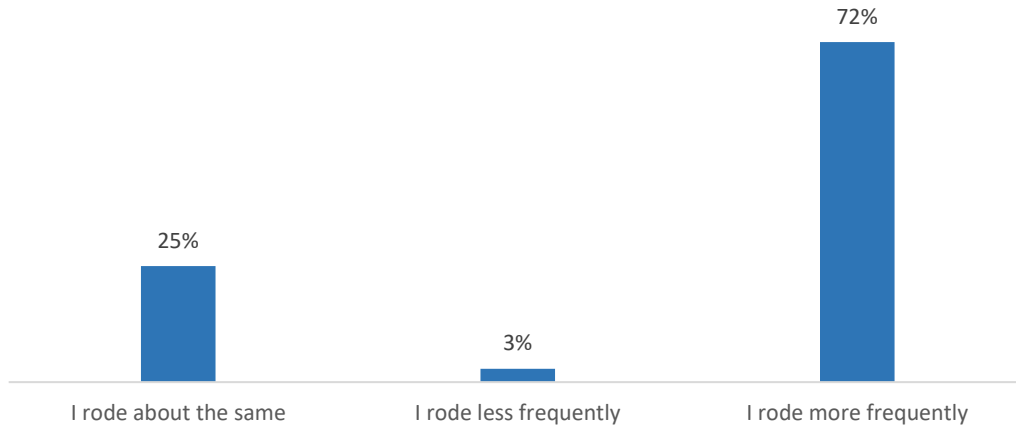
**HAVE YOU EVER HAD TO CHOOSE BETWEEN SPENDING YOUR MONEY TO RIDE LA METRO OR SPENDING IT ON OTHER IMPORTANT NEEDS (LIKE FOOD, RENT, CHILDCARE, HEALTH SERVICES, ETC.)?**



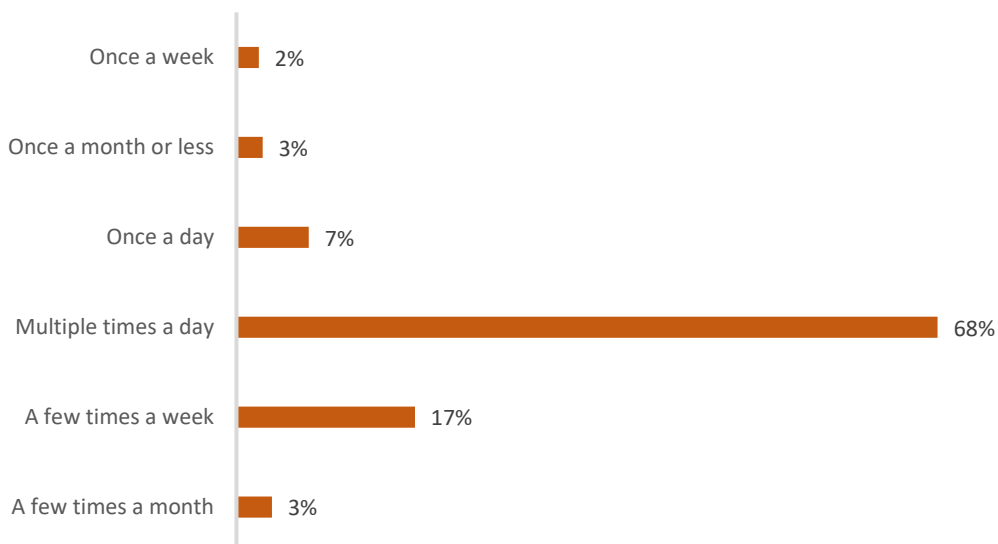
**WHEN YOU HAD TO CHOOSE BETWEEN SPENDING MONEY TO RIDE LA METRO OR SPENDING IT ON OTHER IMPORTANT NEEDS, WHICH STATEMENT BEST DESCRIBES YOUR DECISION?**



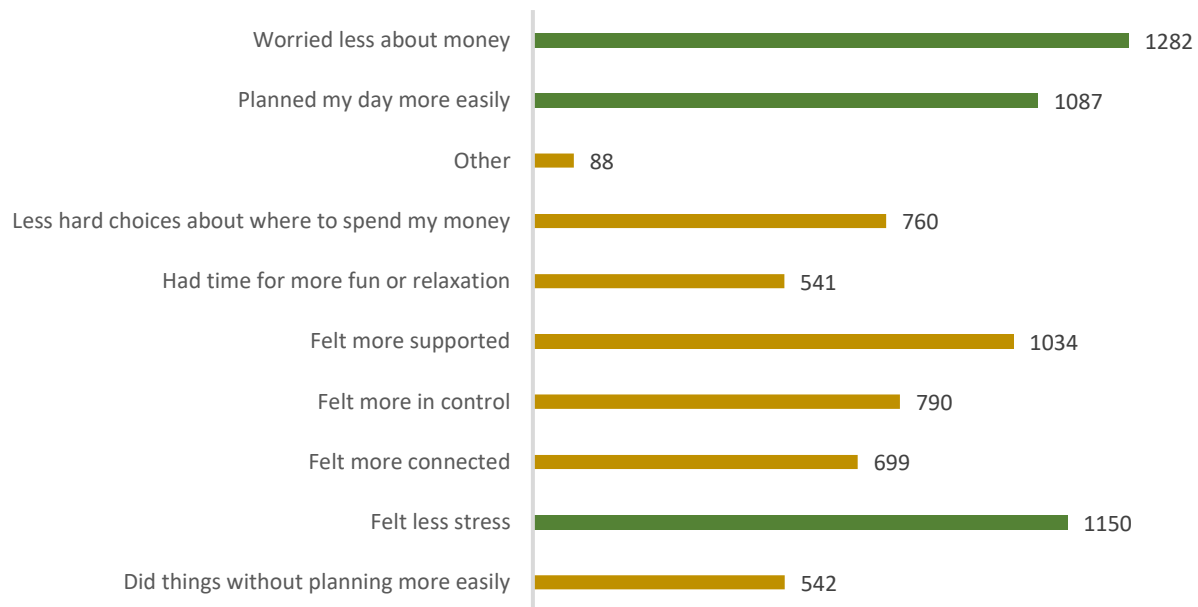
**PLEASE THINK ABOUT THE TIMES WHEN YOU RECEIVED FREE FARES, SUCH AS THE 90-DAY PROMOTIONAL PASS YOU RECEIVED WHEN YOU ENROLLED IN THE LIFE PROGRAM. DID THAT AFFECT HOW FREQUENTLY YOU RODE LA METRO TRANSPORTATION?**



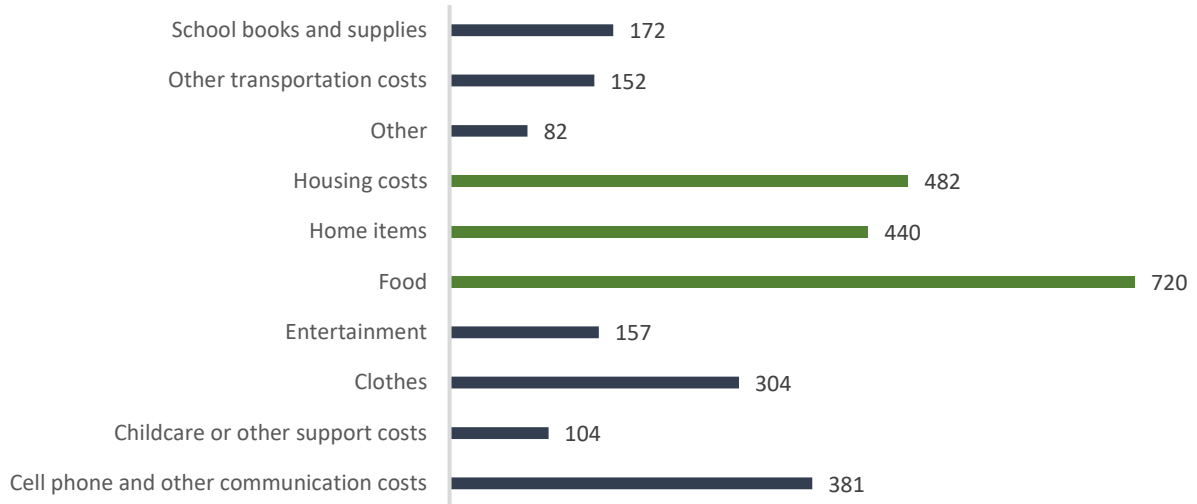
**HOW OFTEN DID YOU RIDE LA METRO TRANSPORTATION WHEN YOU RECEIVED FREE FARES?**



**YOU MENTIONED YOU FELT BETTER WITH  
FREE FARES. *PLEASE SELECT ALL THE WAYS  
THAT YOU FELT BETTER***



**WHEN YOU RECEIVED FREE FARES, WHERE DID YOU SPEND THE MONEY YOU SAVED? *PLEASE SELECT ALL THAT APPLY***



## Key Findings and Recommendations

Key Findings		Recommendations
<b>Overall Data Plan</b>	Data informed stakeholders are better able to advocate for FSI continuity and success. FSI message documentation can make a significant difference in supporters for FSI.	<ol style="list-style-type: none"> <li>1. Document GoPass and LIFE data into a lessons-learned format, vet internally the FSI Goals and Objectives, and coordinate media release</li> <li>2. Utilize graphics and data visualizations to show the results of GoPass and LIFE programs. It increases community buy-in and program visibility, which can be translated into fund opportunities</li> <li>3. Elaborate a cost-scenario analysis for FSI roll-out</li> <li>4. Develop socio-economic benefit analysis followed by FSI business case (including return on investment)</li> <li>5. Define FSI unique value proposition and initiate a community outreach campaign</li> </ol>
<b>Federal &amp; State</b>	FSI requires a combination of federal and state government grants, that together can form a funding mosaic for FSI Phase 2.	<ol style="list-style-type: none"> <li>6. Continue efforts on monitoring and shaping legislation towards fare-free programs such as Inflation Reduction Act (IRA) that are aligned to FSI benefits and outcomes</li> <li>7. Watch for federal and state funding application deadlines, Notice of Funding Opportunities (NOFO) coming from Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure Investment and Jobs Act (IIJA), Sustainable Transportation Equity Projects (STEP), Caltrans Low Carbon Transit Operation Program (LCTOP) and Housing and Urban Development grants (HUD).</li> <li>8. Explore remaining ARPA budget availability from other municipalities and the willingness to fund FSI</li> <li>9. Seek FTA waivers or exemptions to use FTA awards or grants for operating program expenditures – redefine portions of the FSI pilot program which may be eligible for capital funding to cover start-up expenses</li> <li>10. Submit grant applications with transit equity impact related language or cost projections that can be earmarked for projects supporting disadvantaged communities as well as operational compliance with key Federal Justice40 requirements</li> </ol>
<b>LA Metro</b>	FSI can leverage alternative revenue sources, such as toll round-up, pay-it-forward partnerships and philanthropic bulk purchases, as methods to achieve sustainable funding for fare-free programs.	<ol style="list-style-type: none"> <li>11. Leverage multiple fund sources and rebalance allocations as needed to align with shifting priorities within budget guidelines</li> <li>12. Tailor outreach to gather support from legislators who will be champions and allies for the FSI Program</li> <li>13. Further explore alternative revenues sources to support FSI (e.g., pay-it-forward program, toll round-up)</li> <li>14. Revisit designated budget allocations for projects, such as projections for estimated fare revenue loss, that can subsidize operational expenses for equity-related programs like FSI</li> <li>15. Continue to monitor compliance requirements for FTA Title VI Fare and Service Equity Analysis or Waiver</li> </ol>
<b>NGOs &amp; Others</b>	FSI can benefit from strong local coalition support that may drive political actions and long-term incentives for LA community (e.g. philanthropic donations, and industry partnerships)	<ol style="list-style-type: none"> <li>16. Foster a marketing coalition with local business partners to gather awareness and pay-it-forward agreements to purchase bulk fares for low-income program enrollees. Connect with private sector companies that have large philanthropy and DEI budgets which align very well with opportunities to subsidize equitable travel and environmental justice initiatives to benefit their customer community.</li> <li>17. Partner with NGO's and 501(c)(3) philanthropies who will purchase bulk fares for low-income enrollees using donations they collect. An example would be New York, MTA (Expanded MetroCard Bulk Sales Program).</li> </ol>



# Attachment H-

## Potential Funding Sources

*Multiple Funding Sources for FSI Phase 2 and Key Fund Options*

FEDERAL (69 sources evaluated)	STATE (16 sources evaluated)	LOCAL GOVERNMENT (7 measures & propositions in addition to 26 alternative revenue sources evaluated)	NGO, PHILANTHOPY and OTHERS (46 local organizations evaluated)
<ul style="list-style-type: none"> <li>Investment &amp; Jobs Act (IIJA)</li> <li>Inflation Reduction Act (IRA)</li> <li>American Rescue Plan Act (ARPA)</li> <li>Department of Transportation (DOT)</li> <li>Infrastructure</li> <li>Housing &amp; Urban Development (HUD)</li> </ul>	<ul style="list-style-type: none"> <li>California Climate Investments (CCI)</li> <li>Road Repair and Accountability Act (SB 1)</li> <li>California Clean Energy Jobs Act (Prop 39)</li> <li>Greenhouse Gas Reduction Fund (GGRF)</li> </ul>	LA Metro: <ul style="list-style-type: none"> <li>Measure M</li> <li>Measure R</li> <li>Proposition A</li> <li>Proposition C</li> <li>Alternative revenue options</li> </ul> LA County:* <ul style="list-style-type: none"> <li>Measure H</li> <li>Measure HHH</li> <li>Measure J</li> </ul>	<ul style="list-style-type: none"> <li>Philanthropic organizations</li> <li>Private corporations and foundations</li> <li>Non-profit organizations</li> <li>Cost sharing with healthcare industry leaders, incl. Medi-Cal</li> <li>Expanded employer fare-subsidy programs</li> <li>Expanded advertising policy</li> </ul>

\*These funding sources presents budget limitations and is dependent on partnering with service providers and/or receiving discretionary funding from elected officials.

### FSI Phase 2 Federal Fund Options

*FSI Phase 2 Federal and State Funding Evaluation Criteria*

High	Programs with clear or direct correlation to Equity, Expanded Access, or other FSI goals
Medium	Programs aligned less directly or somewhat connected to Safety Improvements, Climate/Sustainability, Employee Training, or other Capital Projects
Low	Programs with no direct connection to FSI, or require LA Metro to establish new revenue-sharing connections or alter existing funding agreements

*FSI Phase 2 Federal Funding Sources*

Legislation or Agency	Preliminary Findings	National Funding	Impact for LA Metro
<b>Infrastructure Investment &amp; Jobs Act (IIJA)</b>	56 Programs Evaluated 3 <span style="background-color: #4caf50; color: white;">High Alignment</span> 29 <span style="background-color: #ffc107; color: black;">Medium Alignment</span> 24 <span style="background-color: #f44336; color: white;">Low Alignment</span>	High: \$10 B Med: \$34 B <sup>1</sup>	<ul style="list-style-type: none"> <li>Apply for funding to offset capital expenditures</li> <li>Request waivers to use the funding for operational expenditures</li> </ul>
<b>Department of Transportation (DOT)</b>	7 Programs Evaluated 7 <span style="background-color: #ffc107; color: black;">Medium Alignment</span>	Med: \$70 M	<ul style="list-style-type: none"> <li>Apply for funding to offset capital expenditures</li> <li>Request waivers to use the funding for operational expenditures</li> </ul>

<sup>1</sup> National funding amounts for FY22 - 26

<b>Housing and Urban Development (HUD)</b>	4 Programs Evaluated 2 <b>Medium Alignment</b>	Med: \$6 M <sup>2</sup>	<ul style="list-style-type: none"> <li>LA Metro must partner with a public housing authority to receive funds</li> </ul>
<b>American Rescue Plan Act (ARPA)</b>	\$27 Billion to California \$3.3 Billion to LA Area Counties \$2.8 Billion to LA Area Municipalities <b>Medium Alignment</b>	N/A	<ul style="list-style-type: none"> <li>Money must be allocated by Dec 2024</li> <li>Inquire about remaining ARPA funds in LA area</li> </ul>
<b>Inflation Reduction Act (IRA)</b>	Program data not yet fully released <b>Low Alignment</b>	Climate & Energy: \$137 B <sup>3</sup>	<ul style="list-style-type: none"> <li>Possible alignments:</li> <li>Lowering consumer costs</li> <li>Lowering emissions &amp; greenhouse gases</li> </ul>

**Represents an overall list of multiple fund sources researched.**

*Federal Funding Sources Overall Matrix*

#	Alignment	Program Name	Agency
1	High	Local and Regional Project Assistance Grants (RAISE)*	DOT
2	High	Pilot Program for Transit Oriented Development	DOT – FTA
3	High	Research, Development, Demonstration and Deployment Projects	DOT – FTA
4	Medium	Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD)	DOT – FHWA
5	Medium	All Stations Accessibility Program*	DOT – FTA
6	Medium	Bridge Investment Program*	DOT – FHWA
7	Medium	Bus and Bus Facilities Competitive Grants*	DOT – FTA
8	Medium	Capital Investment Grants*	DOT – FTA
9	Medium	Charging and Fueling Infrastructure Grants (Corridor Charging)*	DOT – FHWA
10	Medium	Commercial Motor Vehicle Operators Grant Program	DOT – FMCSA
11	Medium	Congestion Relief Program*	DOT – FHWA
12	Medium	Consolidated Rail Infrastructure and Safety Improvement Grants*	DOT – FRA
13	Medium	Enhanced Mobility of Seniors and Individuals with Disabilities*	DOT – FTA
14	Medium	Federal - State Partnership for Intercity Passenger Rail Grants*	DOT – FRA
15	Medium	Metropolitan Planning*	DOT – FHWA
16	Medium	Metropolitan Transportation Planning Program*	DOT - FTA
17	Medium	National Infrastructure Project Assistance (Megaprojects)*	DOT
18	Medium	Nationally Significant Freight and Highway Projects (INFRA)*	DOT
19	Medium	Pilot Program for Enhanced Mobility	DOT - FTA
20	Medium	Pollution Prevention Grants	EPA
21	Medium	Prioritization Process Pilot Program	DOT - FHWA
22	Medium	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)- Discretionary	DOT - FHWA
23	Medium	Rail Vehicle Replacement Grants*	DOT - FTA
24	Medium	Railroad Crossing Elimination Grants*	DOT - FRA
25	Medium	Reconnecting Communities Pilot Program*	DOT - FHWA
26	Medium	Restoration & Enhancement Grant Program	DOT - FRA
27	Medium	Safe Streets and Roads for All	DOT
28	Medium	State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects- INFRA)	DOT
29	Medium	Statewide Transportation Planning	DOT - FTA
30	Medium	Strategic Innovation for Revenue Collection (Set -aside)	DOT - FHWA
31	Medium	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	DOT
32	Medium	Transportation Infrastructure Finance and Innovation Act*	DOT
33	Medium	Thriving Communities Technical Assistance	HUD
34	Medium	Authority to Accept Unsolicited Proposals for Research Partnerships	HUD
35	Medium	Areas of Persistent Poverty	DOT - FTA

<sup>2</sup> National funding amounts for FY22 – 23

<sup>3</sup> National funding amounts for a 10-year period

#	Alignment	Program Name	Agency
37	Medium	Enhancing Mobility Innovation	DOT - FTA
38	Medium	Innovative Coordinated Access & Mobility Grants	DOT - FTA
39	Medium	Integrated Mobility Innovation	DOT - FTA
40	Medium	Public Transportation Innovation	DOT - FTA
41	Medium	Safety Research & Demonstration Program	DOT - FTA
42	Medium	California State Funding	ARPA
43	Low	Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set aside)	DOT - FHWA
44	Low	Bridge Formula Program*	DOT - FHWA
45	Low	Bus and Bus Facilities Formula Grants*	DOT - FTA
46	Low	Carbon Reduction Program	DOT - FHWA
47	Low	Commercial Driver's License Implementation Program	DOT - FMCSA
48	Low	Congestion Mitigation and Air Quality Improvement Program	DOT - FHWA
49	Low	Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set - aside)*	DOT - FHWA
50	Low	Growing State Apportionments*	DOT - FTA
51	Low	Growing States and High-Density States Formula*	DOT - FTA
52	Low	High Priority Activities Program*	DOT - FMCSA
53	Low	Highway Safety Improvement Program*	DOT - FHWA
54	Low	Highway Safety Programs*	DOT - NHTSA
55	Low	Intelligent Transportation Systems Program*	DOT - FHWA
56	Low	Low or No Emission (Bus) Grants*	DOT - FTA
57	Low	National Culvert Removal, Replacement, & Restoration Grant*	DOT
58	Low	National Priority Safety Programs*	DOT - NHTSA
59	Low	On-the-Job Training Program	DOT - FHWA
60	Low	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)- Formula	DOT - FHWA
61	Low	Public Transportation Technical Assistance and Workforce Development*	DOT - FTA
62	Low	Railway-Highway Crossings Program*	DOT - FHWA
63	Low	State of Good Repair Formula Grants*	DOT - FTA
64	Low	Surface Transportation Block Grant Program*	DOT - FHWA
65	Low	Technology & Innovation Deployment Program	DOT - FHWA
66	Low	Urbanized Area Formula Grants*	DOT - FTA
67	Low	Choice Neighborhoods Planning Grants	HUD
68	Low	Jobs Plus	HUD
69	Low	Neighborhood Access & Equity Grants	DOT - FHA

\*Indicates 35 Federal capital programs. Note that competition with Federal capital program will be hard since FSI may not be the top priority, however the agency may leverage existing efforts for future changes in legislation that tie to fare free language in capital funding application.

Overview of High-Alignment Federal Funding Programs

Federal Program	Program High-Level Information	Funding Value	Potential Next Steps
<b>IIJA – DOT RAISE Program</b>	<ul style="list-style-type: none"> <li>Program invests in surface transportation that will have a significant local or regional impact.</li> <li>Eligible projects include projects the Secretary considers to be necessary to advance the goals of the program.</li> <li>Strong focus on Community Connectivity, Justice 40, Quality of Life, and Sustainability</li> </ul>	<b>FY23:</b> \$5-25 M Per Award <b>IIJA Total:</b> \$7.5 B	Apply for FSI Funding <u>FY 2023 NOFO</u> Applications due: 2/28/2023
<b>IIJA – FTA Enhanced Mobility of Seniors &amp; Individuals w/ Disabilities</b>	<ul style="list-style-type: none"> <li>Grants to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services</li> <li>FTA's program goal for grants is to identify and test promising, innovative, coordinated mobility strategies other communities can replicate.</li> </ul>	<b>IIJA Total:</b> \$2.2 B	Monitor FTA and Grants.gov for FY 23 NOFO Release
<b>IIJA – FTA Research Development, Demonstration, and Deployment Projects</b>	<ul style="list-style-type: none"> <li>Provides funding to assist innovative projects and activities that advance and sustain safe, efficient, equitable, climate-friendly public transportation.</li> <li>Eligible research and demonstrations under this program explore novel approaches to improve public transportation service, especially for transit-dependent individuals</li> <li>Data to be used to enhance insights and help transit agencies undertake activities that help meet equity, safety, climate change, and transformation goals for a safer, environmentally cleaner, socially just and connected public transportation system.</li> </ul>	<b>IIJA Total:</b> \$132 M	Monitor FTA and Grants.gov for NOFO Release

## FSI Phase 2 State Fund Options

FSI Phase 2 Federal and State Funding Evaluation Criteria

High	Programs with clear or direct correlation to Equity, Expanded Access, or other FSI goals
Medium	Programs aligned less directly or somewhat connected to Safety Improvements, Climate/Sustainability, Employee Training, or other Capital Projects
Low	Programs with no direct connection to FSI, or require LA Metro to establish new revenue-sharing connections or alter existing funding agreements

16 programs were identified to have high and medium alignment with FSI Phase 2.

### FSI State Funding Sources

Agency or Legislation	Preliminary Findings	CA Funding	Impact for LA Metro
<b>Air Resource Board</b>	5 Programs Evaluated 1 <span style="background-color: #00b050; color: white;">High Alignment</span> 2 <span style="background-color: #ffff00;">Medium Alignment</span> 2 <span style="background-color: #ff0000; color: white;">Low Alignment</span>	\$164 M	May fund programs that: <ul style="list-style-type: none"> <li>• Prioritize Transportation Equity and Mobility</li> <li>• Needs Assessment targeting CBOs</li> <li>• Fleet electrification</li> <li>• Truck Loan Assistance Program</li> </ul>
<b>California Transportation Commission</b>	4 programs 3 <span style="background-color: #ffff00;">Medium Alignment</span> 1 <span style="background-color: #ff0000; color: white;">Low Alignment</span>	\$3.57 B	<ul style="list-style-type: none"> <li>• <i>Metro is currently receiving funds for Active Transportation Program and State Transportation Improvement Program</i></li> </ul>
<b>Caltrans</b>	2 programs 1 <span style="background-color: #00b050; color: white;">High Alignment</span> 1 <span style="background-color: #ffff00;">Medium Alignment</span>	\$224 M	<ul style="list-style-type: none"> <li>• <i>Metro is currently receiving funds for LCTOP</i></li> <li>• May fund wide range of mobility programs</li> </ul>
<b>California State Transportation Agency</b>	1 <span style="background-color: #ffff00;">Medium Alignment</span>	\$800 M	<ul style="list-style-type: none"> <li>• Fund capital projects</li> </ul>
<b>California Strategic Growth Council</b>	1 <span style="background-color: #ffff00;">Medium Alignment</span>	\$350 M	<ul style="list-style-type: none"> <li>• <i>Metro is currently receiving funds from Transit and Intercity Rail Capital Program</i></li> </ul>
<b>Strategic Growth Council and Department of Conservation</b>	1 <span style="background-color: #ffff00;">Medium Alignment</span>	\$105 M	<ul style="list-style-type: none"> <li>• <i>Metro currently receiving funds for Neighborhood-level transformative climate community plans</i></li> </ul>
<b>California Natural Resources Agency</b>	1 <span style="background-color: #ff0000; color: white;">Low Alignment</span>	\$50 M	<ul style="list-style-type: none"> <li>• Expand access</li> <li>• Meet sustainability goals</li> </ul>
<b>California Workforce Development Board</b>	1 <span style="background-color: #ff0000; color: white;">Low Alignment</span>	\$90.25 M	<ul style="list-style-type: none"> <li>• Develop a workforce development partnership</li> </ul>

### Overview of High-Alignment State Funding Programs

State Program	Program Information	Funding Value	Potential Next Steps
<b>Air Resource Board</b>	<ul style="list-style-type: none"> <li>• Transportation equity pilot that aims to address community residents' transportation needs, increase access to key</li> </ul>	\$35 million proposed	California Air Resource Board (CARB) is currently planning upcoming solicitations

State Program	Program Information	Funding Value	Potential Next Steps
<b>Sustainable Transportation Equity Project (STEP)</b>	<ul style="list-style-type: none"> <li>destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects.</li> <li>STEP's overarching purpose is to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: Planning and Capacity Building Grants and Implementation Grants</li> <li>LADOT was awarded \$7m for its South Los Angeles Universal Basic Mobility Pilot Program</li> </ul>	for FY22-23	for \$35 million of Fiscal Year 2022-23 Planning and Capacity Building, Clean Mobility in Schools, and STEP funds.
<b>Caltrans Low Carbon Transit Operations Program (LCTOP)*</b>	<ul style="list-style-type: none"> <li>The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.</li> <li>Approved projects in LCTOP will support new or expanded bus or rail services to expand intermodal transit facilities and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.</li> </ul>	\$140 million (2020)	Caltrans posts LCTOP guidelines in early 2023 Transit agencies submit final allocation requests to Caltrans in Q1 2023

Overall list of multiple fund sources researched and contains information on program alignment, name, and lead agency.

#	Alignment	Program Name	Agency
1	High	Sustainable Transportation Equity Project (STEP)	Air Resource Board
2	High	Low Carbon Transit Operations Program (LCTOP)*	Caltrans
3	Medium	Clean Mobility Options (California Climate Investments)	Air Resource Board
4	Medium	Clean Truck and Bus Vouchers (HVIP)	Air Resource Board
5	Medium	Transit and Intercity Rail Capital Program*	California State Transportation Agency
6	Medium	Affordable Housing and Sustainable Communities	California Strategic Growth Council
7	Medium	Local Partnership Program	California Transportation Commission
8	Medium	Active Transportation Program	California Transportation Commission
9	Medium	State Transportation Improvement Program	California Transportation Commission
10	Medium	Sustainable Transportation Planning Grants	Caltrans
11	Medium	Transformative Climate Communities	Strategic Growth Council and Department of Conservation
12	Low	Air Quality Improvement Program (AQIP)	Air Resource Board
13	Low	Community Air Protection Program	Air Resource Board
14	Low	Urban Greening	California Natural Resources Agency
15	Low	Solutions for Congested Corridors	California Transportation Commission
16	Low	Resilient Workforce Fund (RWF) Program	California Workforce Development Board

- Considered that the two high alignment funding options are not impacted by Article XIX. Low and medium alignments indicate there might be some restrictions and challenges for funding application.


## Local Funding Summary – Government Organizations

### Overview of High Alignment Local Funding Programs

Local Source	Program high level Information	Funding Value	Potential Next Steps
Measure M	<ul style="list-style-type: none"> <li>No sunset half-cent sales tax measure approved by voters in 2016</li> <li>Rate of this tax will increase to one percent on July 1, 2039, following the expiration of Measure R</li> <li>Consists of four sub-funds: Transit Operating and Maintenance; Transit, First/Last Mile (Capital); Highway, Active Transportation, Complete Streets (Capital); Local Return/Regional Rail</li> <li></li> </ul>	<p>\$1.031 billion based on FY 23 estimates</p> <p>(\$20.3 million for 2% rider discount allocation)</p>	Explore local return as a viable fund source.
Measure R	<ul style="list-style-type: none"> <li>30-year, half-cent sales tax approved by voters in 2008</li> <li>Consists of four sub funds: Transit Capital (40%); Highway Capital (20%); Operations (25%); Local Return (15%)</li> <li>LA Metro has used Operations sub fund to freeze fare increases for Student, Senior, Disabled, and Medicare riders from 2009-2013</li> </ul>	<p>\$1.031 billion based on FY 23 estimates</p> <p>(\$254.1 million for 25% Operations allocation)</p>	
Prop A	<ul style="list-style-type: none"> <li>No sunset, half-cent sales tax approved by voters in 1980</li> <li>Consist of three sub funds: Local Return (25%); Rail Development (35%); Discretionary (40%)</li> <li>Currently, the "Discretionary" bucket is being used solely for Bus Transit operations and part of FAP with municipal operators</li> </ul>	<p>\$1.031 billion based on FY 23 estimates</p> <p>(\$392.1 million for 40% Discretionary allocation)</p>	
Prop C	<ul style="list-style-type: none"> <li>No sunset, half-cent sales tax approved by voters in 1990</li> <li>Consists of five sub funds: Local Return (20%); Rail and Bus Security (5%); Commuter Rail, Transit Centers and Park &amp; Ride (10%); Transit-related Highway Improvements (25%); Discretionary (40%)</li> <li>The City of Commerce received \$766K in FY 21 for its zero-fare service from Proposition C 40% discretionary funds.</li> </ul>	<p>\$1.031 billion based on FY 23 estimates</p> <p>(\$406.5 million for 40% Discretionary allocation)</p>	

# Alternative Revenue Options and Non-Government & Philanthropic Partnerships

## Alternative Revenue Options





Funding Alternative	Description	Type <sup>4</sup>
Ads & Sponsorship Management Program	Expand advertisement & sponsorship policy, including working with the private sector	
	Other transit agency examples: Washington (DC) – WMATA(expanded digital ad network in partnership with OUTFRONT), Tokyo (created in-house Metro Ad Agency)	 
Asset Recycling/Real Estate Transactions	Sale or lease of underutilized public assets, including joint development agreements	
	Other transit agency example: New South Wales - Sydney Metro	 
Battery Storage	Lease excess storage capacity from EV fleets to utilities.	
Carbon Offsets Credit	Sell credits to corporations for GHG reduction achieved from transitioning from vehicle use to transit options.	
Charge Fee on Contracts with LA Metro	Charge % of billings that would be paid back to the FSI program on contracts	
Congestion Pricing	Congestion pricing on toll lanes and in urbanized areas <sup>5</sup>	
	Other transit agencies examples: Orange County – Orange County Transportation Authority (OCTA)	
Cost Sharing with Health Insurance Companies	Insurance will cover the cost of trips to/from health care appointments.	
Philanthropic: create an LA Metro 501(c)(3) or Partner with existing 501(c)(3)	Encourage/solicit donations/hold fundraising events to raise money for the 501(c)(3)	
	Other transit agencies examples: New York - MTA	 
Density Bonuses	Monetize permitting developers to build more density, height, or floor area than is allowed as of-right	
	Other transit agency examples: New York; Atlanta; Baltimore; Washington (DC); Denver; San Diego (air rights lease)	 

<sup>4</sup>  Policy or legislation efforts may be required  Implemented by other transit agency (agencies mentioned in appendix)

<sup>5</sup> [91 Express Lanes - Toll Policies](#)



Funding Alternative	Description	Type <sup>4</sup>	
Digital Billboards	<p>Expand digital billboards on LA Metro facilities</p> <p>Other transit agency examples: Washington (DC) - WMATA; New York</p>		
Distance-Based fare option	<p>Charge transit fees based on distance and/or time of day</p> <p>Other transit agency examples: Washington (DC)</p>		
Electricity Generation	<p>Utilize available space to install power generation equipment such as solar panels.</p> <p>Other transit agency examples: Atlanta - MARTA</p>		
Employer Certification Program	<p>Develop a "Transit Friendly Employer " program that requires a % of fare purchases to be donated to FSI</p> <p>Other transit agency example: Vancouver, BC</p>		
Grocery Rewards Points or Similar Program	<p>Use grocery points towards fare credits, shoppers can donate points to fund FSI</p>		
Leverage Central Maintenance Facility	<p>Sell maintenance capacity and power swaps by leveraging LA Metro infrastructure to support transit partners.</p>		
Network Partnership (Wi-Fi & Broadband)	<p>Privatize management of Wi-Fi or broadband/dark fiber</p> <p>Other transit agency example: New York - MTA (expanded Wi-Fi and cell service across the entire subway network in partnership with Transit Wireless)</p>		
Parking & EV Charging Fee Structure	<p>Establish a paid fee structure for parking and EV charging</p> <p>Other transit agency examples: Paid parking – Chicago; Washington (DC); Denver</p>		
Partnership Program – Pay-it-forward	<p>Partners/investors pay for rides.</p> <p>Other transit agency examples: Boston, MBTA (partners: MIT, Target, large retail shopping mall, City agencies, others)</p>		
Privatization of Managed Lanes	<p>Managed lanes privatization to gather sustainable funds for fareless initiative</p> <p>Other transit agency examples: Texas, California, Colorado, Minnesota, and Florida</p>		
Refund Existing Transit Bonds or Issue Toll Revenue Bonds	<p>Evaluate existing and future bonds.</p>		

Funding Alternative	Description	Type <sup>4</sup>
Retailer rewards	Retailers provide fare credit when shoppers spend more than \$x	
Site/License Fees	Charge royalties anytime LA Metro assets are used in movie production Other transit agency example: Chicago - CTA	
Start Transit Certification Program	Similar to LEED, transit authorities pay fee to certify their environmental and social commitments.	
TNC Rideshare Fee	Charge flat per trip fee for TNC, taxi, and limo trips Other transit agency examples; Boston - MBTA; State of CA	
Toll Round-Up	Institute a toll "round up" feature to allow Express Lane drivers to round up their tolls	
Value Capture Towards TOD	Earmark property tax revenue from increased property values for TOD Other transit agency examples: Impact Fees - Broward County (FL); Portland (OR); San Francisco Special Tax Districts - Washington (DC); Los Angeles; Denver	

# Metro's Fareless System Initiative (FSI)

Fareless System Initiative (FSI)

April 2023

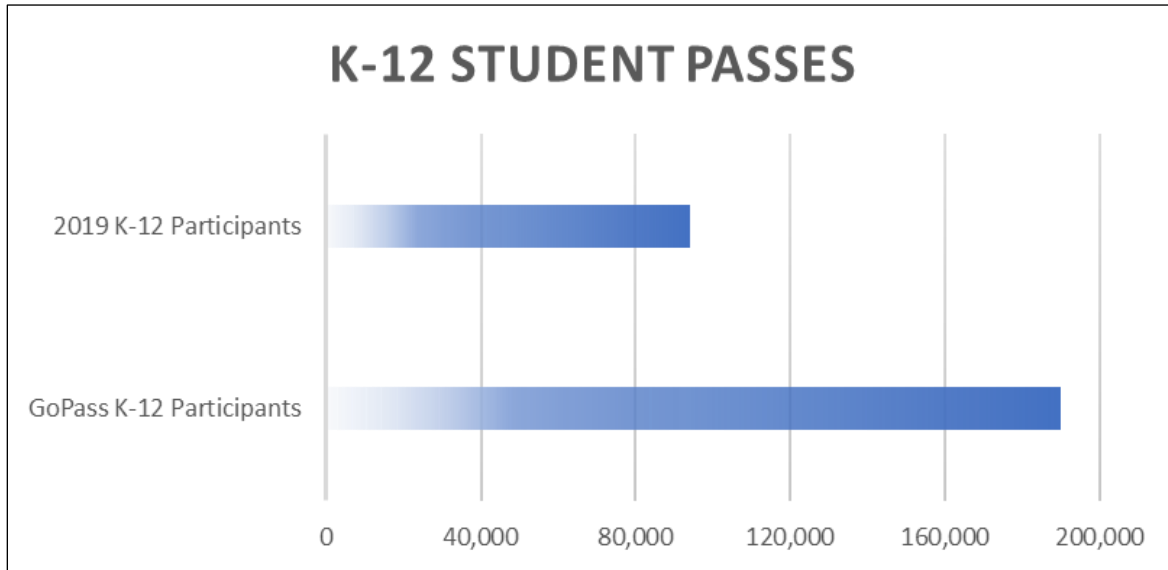


# FSI – Background

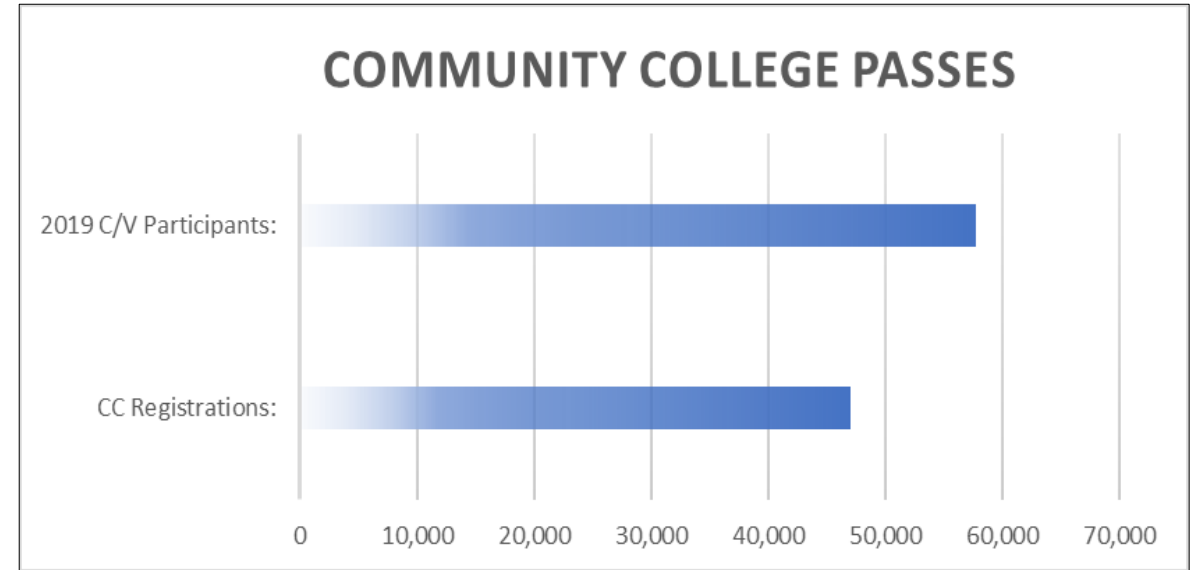
- In August 2020, Metro initiated the Fareless System Initiative (FSI) Task Force to study free fare service as a recovery strategy for the COVID-19 pandemic.
- In September 2021, the Board approved a phased approach to FSI implementation — Phase 1 fareless for K-14 students and Phase 2 fareless for low-income residents, once additional funding has been identified.
- The original two-year GoPass Pilot Program for K-14 students was approved through June 30, 2023.
- This report provides a recommendation to continue the GoPass pilot program for another fiscal year (FY24) as staff continues to identify and pursue funding for FSI.



# GoPass Participation



As of 4/7/2023, K-12 GoPass participants are 202% above all 2019 K-12 cardholders  
190,069 in FY23 vs. 93,956 in FY19



As of 4/7/2023, Community College participants are 81% of 2019 cardholders  
46,998 in FY23 vs. 57,721 in FY19

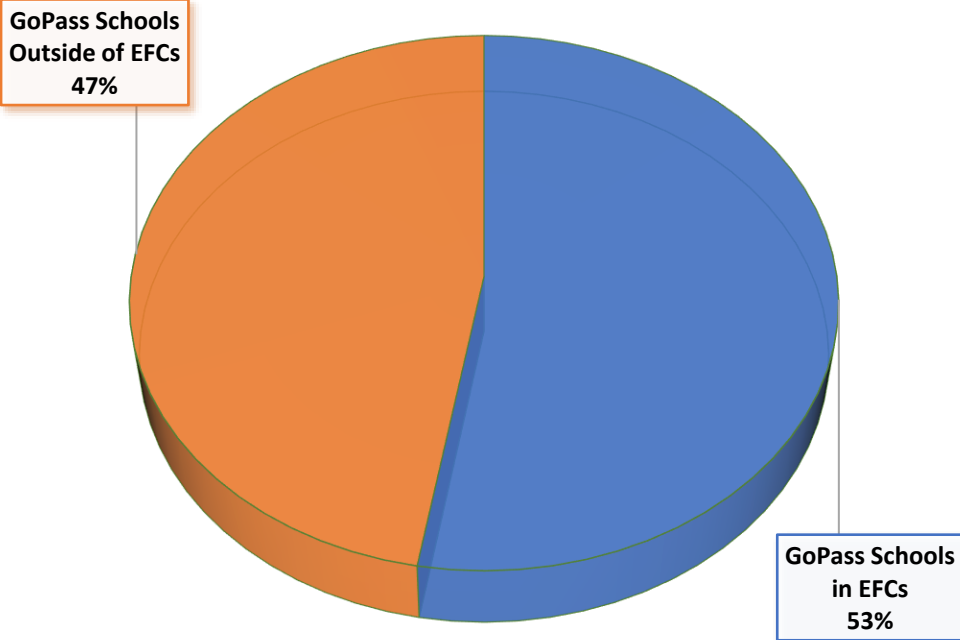
# GoPass Participation (as of 4/7/2023)

	Year 1	Year 2 New*	Total	Increase
Participating Districts	56	45	101	80%
Community Colleges	14	2	16	14%
GoPass Schools	1162	253	1415	22%
Average Boardings per Card	58	103	81	40%
Students in GoPass Schools*	1,000,000	300,000	1,300,000	30%
TAP Cards Distributed*	920,000	280,000	1,200,000	30%
Percent of Cards Distributed	92%	93%	92%	
Boardings	5,440,000	11,180,000	16,620,000	206%
*Schools, students, TAP Cards that were added in Year 2. Continuing participants used existing cards.				

GoPass program has recovered 63% of the pre-covid student boardings (11.18M of 17.8M) and is estimated to reach 14M (79%) boardings by end of FY23.

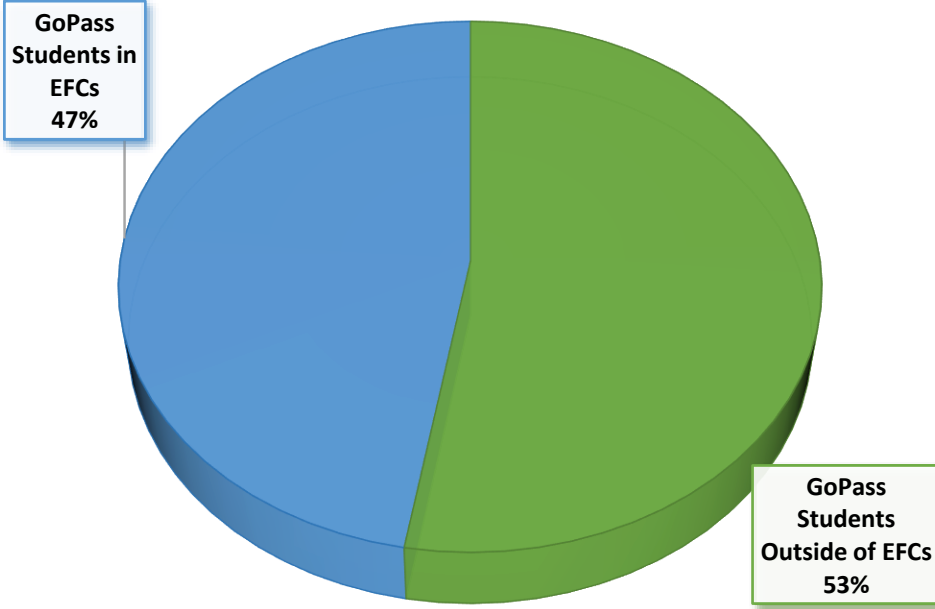
# GoPass in Equity Focus Communities

723 of the 951 (76%) schools in EFCs have registered GoPass participants.



As of 3/2/2023

- 53% GoPass Schools in EFCs (723)
- 47% GoPass Schools Not in EFCs (1371)



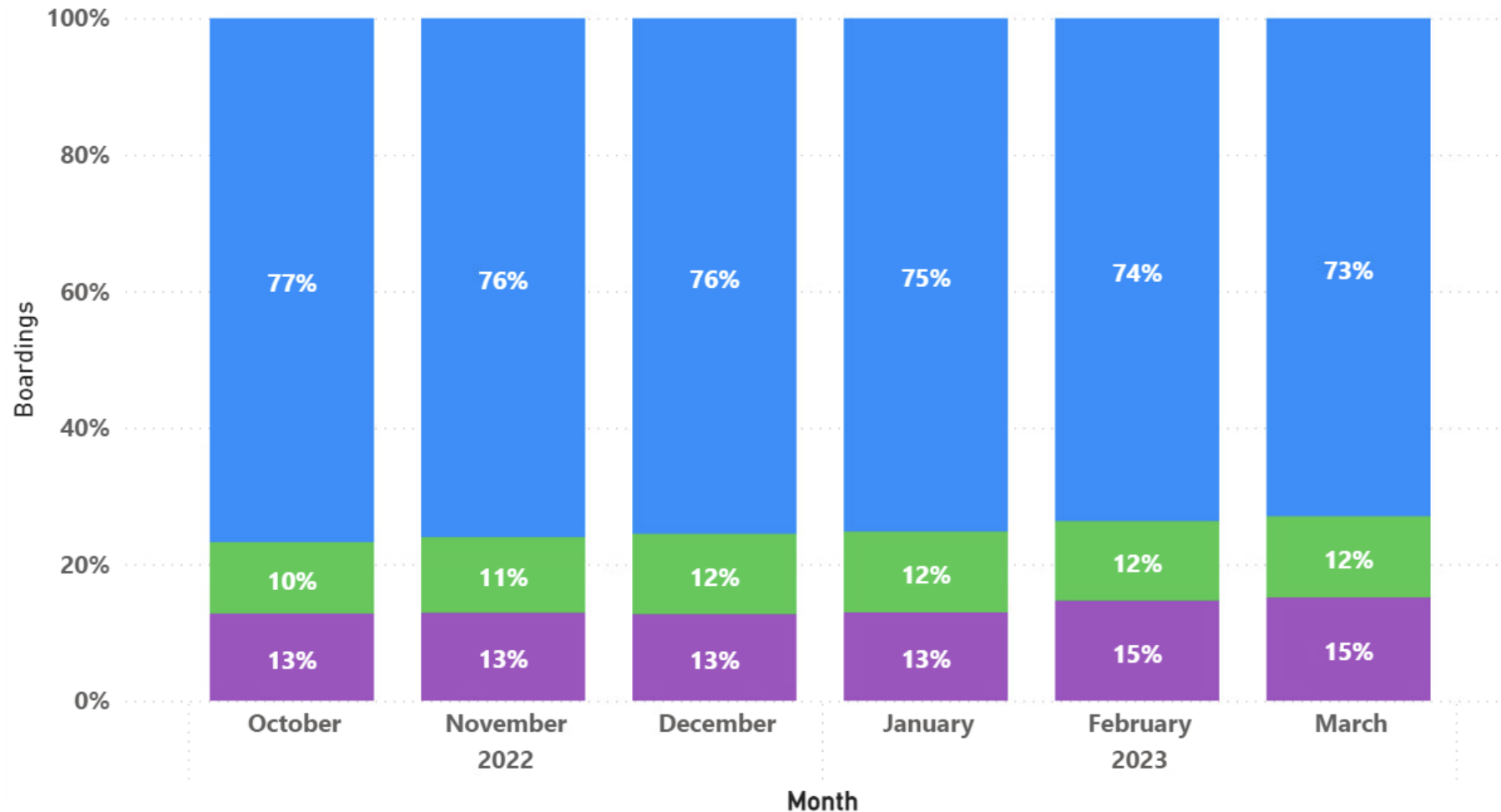
As of 3/2/2023

- 47% GoPass Students in EFCs (105,510)
- 53% GoPass Students Not in EFCs (120,112)

# TAP Boardings for GoPass/LIFE on Metro

Boardings by Year, Month and Fare Product Type

Fare Product Type ● FSI Transaction ● LIFE Transaction ● Other



## February 2023

FSI/LIFE: 2,027,918 (27%)

Up from 18% in Feb 22

TAP (Other): 5,678,450

## March 2023

FSI/LIFE: 2,422,815 (27%)

TAP (Other): 6,540,490

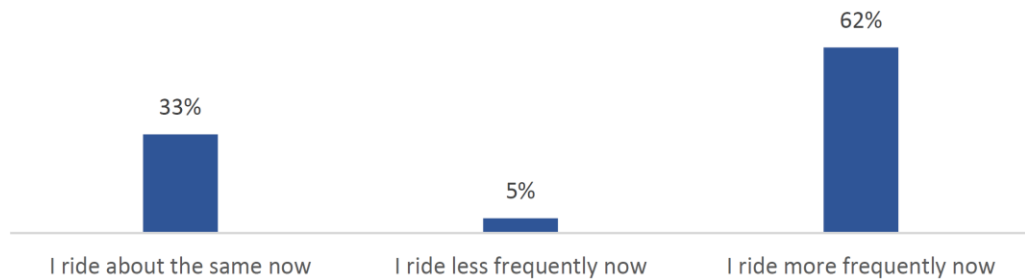
Up from 20% in Mar 22

Boardings only include TAP (not cash)

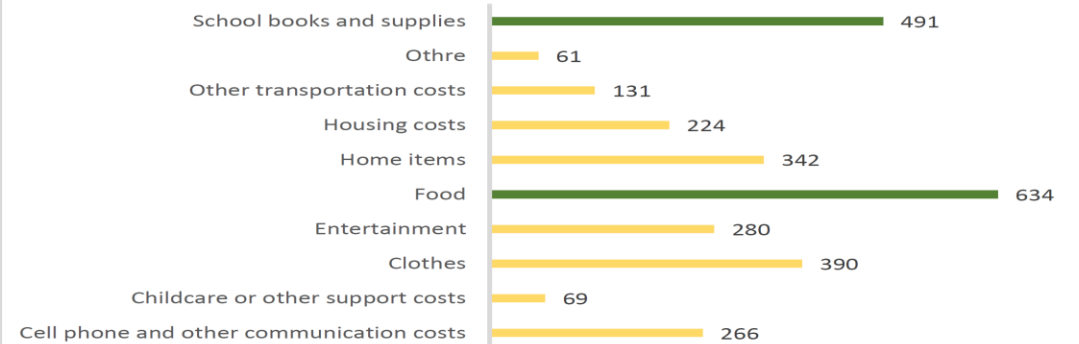


# GoPass Survey

## HAS THE NUMBER OF TIMES YOU RIDE CHANGED SINCE YOU ENROLLED IN THE GOPASS PROGRAM?



## WHERE DO YOU SPEND THE MONEY YOU SAVED? *PLEASE SELECT ALL THAT APPLY*



# GoPass Student Feedback

- “It's the reason why I attend college!”
- “The free transportation fares impacted my life as I'm able to go to school every day without worrying about spending money each time I take the bus, which helps with the hardships of my financial situation I'm currently living.”
- “Without free transportation fares, I literally would not be able to afford lunch. (i.e. Bread, cheese, lettuce, and meat that can last me a week) Free transportation fares have literally changed my life in more ways than one.”



# GoPass Costs

- Projected cost for Metro for year 3 is \$19.7 million without school participation. The cost for other participating transit agencies is \$3.3 million.
- AB 181 New Home-to-School (HTS) Transportation Reimbursement for school districts
  - Provides public school districts and county offices of education (COEs) with reimbursement of up to 60% of their transportation program costs
- Staff will negotiate increasing the current per-student district cost sharing to **\$7**
  - After the 60% reimbursement, the net cost to public school districts would be \$2.80 per student.
  - This could provide an additional \$3.4 m in new funding for the program while not increasing the net cost to public school districts that are currently paying \$3.
  - No increase to the cost for community colleges or adult/vocational schools will take place.
- Total projected Cost for year 3 **\$16.7 million** with an increase to the per student cost district cost sharing to **\$7**

RESULTS			
	Actual Year 1	Estimated Year 2	Projected Year 3
<b>School Districts Enrollment</b>			
K-12	636,714	736,597	854,453
Community College	152,455	252,887	252,887
Adult/Vocational	-	52,798	52,900
<b>Total GoPass Enrollment</b>	<b>789,169</b>	<b>1,042,282</b>	<b>1,160,240</b>
<b>GoPass Boardings</b>			
Metro (84%)	4,516,731	11,780,815	21,076,949
Other Transit Agencies (16%)	837,372	2,243,965	4,014,657
<b>Total GoPass Boardings</b>	<b>5,354,103</b>	<b>14,024,780</b>	<b>25,091,606</b>

Revenues: GoPass Cost-Sharing Agreements				
Amounts Collected From				
K-12	\$3	\$ 1,910,142	\$ 2,209,791	\$ 2,563,358
Community College	\$7	687,815	598,668	598,668
Adult/Vocational	\$7	-	369,586	370,300
<b>Total Collected from School Districts</b>	<b>\$</b>	<b>2,597,957</b>	<b>\$ 3,178,045</b>	<b>\$ 3,532,326</b>
<b>TAP Cards</b>	<b>\$</b>	<b>(1,447,090)</b>	<b>\$ (605,218)</b>	<b>\$ (600,000)</b>
<b>Revenues to be shared</b>	<b>\$</b>	<b>1,150,867</b>	<b>\$ 2,572,827</b>	<b>\$ 2,932,326</b>

GoPass Program Costs				
<b>Metro Administrative Costs</b>				
Technical Support, Administrative Support, Outreach				
<b>Metro Administrative Costs</b>	<b>\$</b>	<b>4,330,616</b>	<b>\$ 3,888,735</b>	<b>\$ 3,888,735</b>
<b>Fare Revenue Loss</b>	<b>\$</b>	<b>3,387,548</b>	<b>\$ 8,835,611</b>	<b>\$ 15,807,712</b>
<b>Metro Costs</b>	<b>\$</b>	<b>7,718,164</b>	<b>\$ 12,724,346</b>	<b>\$ 19,696,447</b>
Cost Sharing Agreements		(696,710)	(1,620,881)	(1,847,365)
<b>Metro GoPass Costs</b>	<b>\$</b>	<b>7,021,454</b>	<b>\$ 11,103,465</b>	<b>\$ 17,849,082</b>
<b>Other Transit Agencies</b>				
<b>Total Administrative Costs</b>	<b>\$</b>	<b>281,010</b>	<b>\$ 266,590</b>	<b>\$ 297,529</b>
<b>Fare Revenue Loss</b>	<b>\$</b>	<b>925,223</b>	<b>\$ 1,682,974</b>	<b>\$ 3,010,993</b>
<b>Other Transit Agencies Cost</b>	<b>\$</b>	<b>1,206,233</b>	<b>\$ 1,949,564</b>	<b>\$ 3,308,522</b>
Cost Sharing Agreements		(414,619)	(951,946)	(1,084,960)
<b>Other Transit Agencies GoPass Costs</b>	<b>\$</b>	<b>791,614</b>	<b>\$ 997,618</b>	<b>\$ 2,223,561</b>
<b>TOTAL GoPass Costs</b>	<b>\$</b>	<b>7,813,068</b>	<b>\$ 12,101,083</b>	<b>\$ 20,072,643</b>
Potential new funding (increasing K-12 School District rate to \$7) for Year 3				\$ (3,417,810)
Cost of Year 3 pilot w/increased fee				<b>\$ 16,654,833</b>

# FSI Funding Advocacy Plan



# FSI – State Funding

**State Funds:** 16 programs evaluated. Two state programs with “High” alignment were identified, namely the Air Resource Board’s Sustainable Transportation Equity Project (STEP) and Caltrans’ Low Carbon Transit Operations Program (LCTOP)\*. Categories used to support the state ranking alignment were transportation, education, growth, climate, resource, and workforce.

## Challenges

- Majority of State programs are for competitive grants, with several oversubscribed in recent fiscal years
- Reduction of greenhouse gas emissions is a top priority for capital investments compared to fareless initiatives
- AB 1919 – Student Transportation Bill, Vetoed (Not funded)
- AB 610 – Currently in budget/legislative process

## Opportunities

- Share the FSI vision of success with stakeholders and highlight two years of GoPass and LIFE actual data as proof that fareless programs will create a significant community and transit impact.
- Use media and communications channels to keep stakeholders informed with data. One of the challenges to obtaining multiple years of funding for fareless initiatives is the lack of data to support political decisions.
- FSI can change this scenario by providing updated data for Los Angeles, the second largest transit market in the country.
- Build political support for future fareless legislation and policy development.
- AB 181 – Home to School Transportation reimbursement up to 60%

# FSI – Federal Funding

**Federal Funds:** 69 specific programs were evaluated, including 56 from IIJA, 7 from USDOT, and six from HUD. Three federal programs with “High” alignment were identified, all through the Infrastructure Investment & Jobs Act. The Plan identified the Department of Transportation RAISE Grant Program, the FTA’s Enhanced Mobility of Seniors & Individuals w/ Disabilities, and the FTA Research Development, Demonstration, and Deployment Projects grant opportunities.

- \$1 million grant through the Congressional Directed Funding (Feinstein) to help expand the GoPass at all community colleges in LA County (~143,000 students)
- Community Funding Project requests with members of the Los Angeles County Congressional Delegation (including our U.S Senators) to support Metro’s Go Pass Program
- **Federal Funding Challenges**
  - Federal programs do not directly list fare assistance as an eligible use of funds
  - Regulations are not clear around the use of funds for fare revenue replacement
  - Most Federal programs require cost sharing of 20% to 50% with awarded agencies
- **Federal Funding Opportunities**
  - Federal program awards are generally higher in value
  - An award for FSI could create a use case for federal support for funding fareless transit
  - Metro could have the opportunity to help shape legislation for fareless programs at the federal level leveraging data from GoPass

# Other Funding Opportunities

- **NGO/Philanthropy and Private Sector Funds:** 46 organizations were evaluated as potential supporters of FSI Phase 2. 15 potential supporters with “High” alignment with the goals of a fareless program for low-income riders,
- **Alternative Revenue Options:** In addition to government funding sources, the FSI Phase 2 Funding Plan identified potentially innovative options to generate revenue from local, nongovernmental, and private sector partners that align with the objectives, benefits, and outcomes for low-income riders envisioned through FSI Phase 2. Upon initial review, Metro staff believe that the following concepts are worthy of further investigation:
  - **Employer Certification Program** - Develop a "Transit Friendly Employer" program that requires a % of fare purchases to be donated to FSI
  - **Congestion Pricing** - Allocating or competing for a portion of the revenue generated from congestion pricing on toll lanes
  - **Cost Sharing with Health Insurance Companies** - Insurance will cover the cost of trips to/from health care appointments
  - **Toll Round-Up** - Institute a toll “round up” feature to allow Express Lane drivers to round up their tolls

# Next Steps

- Continue GoPass Program (FSI Phase1) through FY24.
- Continue to identify funding opportunities to expand FSI to Phase 2 for low-income riders.



Fareless System Initiative





**Board Report**

**File #:** 2023-0197, **File Type:** Budget

**Agenda Number:** 26.

**CONSTRUCTION COMMITTEE  
APRIL 20, 2023**

**SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

AMENDING the Life-of-Project (LOP) budget by \$80,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$876,749,577 to \$956,749,577 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

**ISSUE**

A key element of the complexity of the Division 20 Portal Widening Turnback Facility Project is the requirement of maintaining existing service for the B Line and D Lines that necessitates a distinct order of phasing to keep the rails operational while constructing sections of the rail yard improvements. This constraint, combined with a significant number of unknown factors, has contributed to changes and delays to the Project that has consumed much of the budgeted Life of Project (LOP) contingency.

Some of the unknown factors include the expansion of the Division 20 Yard into 20 acres of a previous industrial site with underground conditions and hazardous waste, major structural changes required to the 100-year-old First Street Bridge, unknown utilities encountered within the existing Yard that required relocation or re-design to incorporate into the work, interface with multiple adjoining projects, design deficiencies, and third-party requirements.

On February 17, 2022, a Life of Project Budget increase was approved by the Board in the amount of \$75,000,000. The increase was for the projected funds anticipated for a 12-month duration. Given that the Project was 30% complete, at that time, and had encountered a significant number of design changes, delays, and unforeseen site conditions, it was determined that assessing the full increase of the LOP contingency could better be determined by advancing the Project an additional Fiscal Year, incorporating design changes undertaken, and to better evaluate the range of costs of unforeseen site conditions.

The Project has advanced to 48% complete, with many of the costs associated with the First Street Bridge and the industrial site fully realized. A recently conducted update to the risk analysis and

modeling identified the need for additional LOP given the many challenges of this complex Project, staff is recommending an increase of \$80,000,000 to the LOP.

## **BACKGROUND**

The Division 20 Portal Widening Turnback Facility (Project) enables trains to operate at required headways and increases the storage capacity to support the expansion of the Purple Line Extension (D Line). As part of the Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) under Purple Line Section 1 (PLE1), the Division 20 Portal Widening Turnback Facility Project will allow trains to turn back quickly to meet the planned service levels and FTA requirements. Achievement of the reduced headways requires significant modifications to the Division 20 Yard which includes portal widening, power relocation and upgrades, First Street Bridge modifications and seismic upgrade, installation of turnback facility and storage tracks, train control, signaling systems installation and integration.

The Metro B/D Line trains currently “turn-back” at Union Station, reversing direction from east to west. The current minimum headway that can be achieved at Union Station is approximately four-minute service for combined B/D Line service (or seven-and-a-half minutes on the branches), but that will become impracticable and less efficient once the Westside Purple Line Extension begins operating and more trains are using the same tracks.

At present, non-revenue Metro B/D Line trains proceed south of Union Station and through the portal just south of the US 101 Freeway before entering a complex set of switches in the Division 20 rail yard. To produce a clear benefit to current and future operations by increasing train speeds and ensuring reliability of the system, the existing tunnel portal must be widened to accommodate additional tracks and switches that diverge to become the turnback and yard leads.

In addition to the turnback facility, the Purple Line 1, Purple Line 2, and Purple Line 3 projects will add train vehicles to the Metro Fleet that will generate a need for increased storage capacity in the B/D Line Yard. Storage tracks are being constructed North and South of the First Street Bridge as part of the Division 20 Project. Complex switching and train movements must be integrated with the turnback facility to enable trains to move from storage onto the main line and into service through the portal.

To install the new turnback facility and new storage for train vehicles, the current power substation for the Yard must be relocated and upgraded to meet the power requirements for the Project turnback facility and added storage. Twelve different construction phases are necessary as geometry and alignments are modified for relocating and upgrading track, power, utilities, and train control systems in different locations in the yard. The Contractor must maintain 24/7 operations with each phase requiring safety testing and formal turnback procedures before trains can be returned for in-service operations.

Finally, construction and pre-revenue testing of the portal widening and turnback facility must be coordinated in accordance with PLE Section 1 schedule for opening for Revenue Service.

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On February 25, 2020, Metro issued a conformed contract with a Contract Award of \$431,777,000 for construction of the Division 20 Portal Widening Turnback Facility Project to Tutor Perini Corporation and a Life of Project budget in the amount of \$801,749,577. The Notice To Proceed was issued on April 8, 2020. On February 17, 2022, a Life of Project Budget increase was approved by the Board in the amount of \$75,000,000, adjusting the amount to \$876,749,577.

The costs impact related to the First Street Bridge, design changes, and encountered site conditions have reduced the Project contingency to less than 2% of the current LOP budget. This Board Action requests authorization to replenish contingency and provide sufficient funding for contract changes and base contract activities through the Project completion.

## **DISCUSSION**

The Division 20 Portal Widening Turnback Facility has advanced to 48% overall completion. The Design-Bid-Build (DBB) Project has encountered significant changes and cost impacts related to unknown underground site conditions, third party requirements, and design changes that have directly relate to future costs for schedule delays to the contractor and maintenance of Project oversight staffing.

The additional contract changes that were not anticipated, detailed in the previous Board Report (2021-0765), included significant design changes necessary to reconcile corrections to the design, the old industrial facility that was not under Metro ownership during the design that could not be fully examined to determine actual quantities of hazardous materials or site conditions, and the First Street Bridge deteriorated state and subsequent delays to the Project schedule. The total cost of these impacts continued over the last year and are now nearing completion.

A significant portion of the future contingency expenditures will be for future underground site conditions encountered, delay costs to the contractor, and the extended duration of the Project oversight staffing for the extended schedule. Approximately 25-acres of the 60-acre yard remain in service and will be under reconstruction within the next 18-months with anticipated underground differing site conditions. The Project schedule has increased by 492 days which will result in extended staffing for the Project designer and consultant Construction Management Support Services (CMMS). Additionally, the contractor will have added costs for the extended contract duration.

Since February 2022, the Project has successfully completed a major milestone consisting of structural and seismic upgrades to the First Street Bridge to accommodate the additional track work, primary power utility work to support the new traction power substation, more than 5 miles of new duct bank installation, demolition of westerly portal to support the additional tracks, and installation of one of the train control bungalows.

The completion of much of the First Street Bridge, underground work in the old industrial area, and existing yard, significantly reduces the unknown risks for the Project. Many of the design changes have been attributed to underground changed conditions, conflicts not anticipated during design development, or other design factors. Much of the old industrial area contained old foundations,

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utilities, hazardous materials, and industrial piping at depths greater than 20 feet below the existing surface that required mitigation by removal or redesign to avoid clashes. In the existing yard there is a network of numerous underground utilities that support signal, communication, lighting, electrical components that have been added, modified, and abandoned in place over the last 30 years, in which drawing records were not accurately depicted or the drawings were not found that resulted in design changes/additional work. A majority of the Project footprint for underground work has been opened up and existing conditions exposed that should reduce the quantity of changes related to differing site conditions. The project is currently 48% complete.

The Project contingency remaining is currently less than 2%, this Board Action will increase the amount to 8% of the Project's budget for any future anticipated contract changes and related activities through the Project's completion. The increase will amend the LOP budget of \$876,749,577 to \$956,749,577.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards for Metro's construction projects.

### **FINANCIAL IMPACT**

Funds required for fiscal year 2024 have been requested through the fiscal year 2024 budget development, to be adopted at the May 2023 Board meeting. Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

#### Impact to Budget

The sources of funds for the recommended actions are local and other funds that are eligible and available at the time of expenditure.

#### Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$80,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, shorter segments. Because the project is so far along, these actions are no longer feasible.

This report identifies additional funding resources consistent with the Policy approved by the

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Board in 2018. Attachment B provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding and the Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the project is located and not have a region-wide impact.

The source of funds to address the LOP increase are Measure R Transit Capital (35%) for WPLE, made available from additional New Starts funding.

## **EQUITY PLATFORM**

The benefits of this action are to ensure that transit service for disadvantaged communities. Based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other 6.5%

In addition, areas served include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood, a majority of which serve people living in Equity Focus Communities.

The Division 20 C1136 Mainline contract will support the Purple and Red Line system by increasing service frequency, reliability and access for communities that use the Metro transit system along both alignments for housing, jobs, educational, medical and entertainment needs. These service upgrades have a positive impact for riders of the system from marginalized communities that travel along Red and Purple Line Corridors, by increasing access, capacity, and reliability to meet these essential travel needs.

The contract has Small Business Enterprise (SBE) commitments of 19.34% and Disabled Veteran Business Enterprise (DVBE) commitments of 3.31%, and the contract modifications requested in this report do not change the level of commitments. Current level of participation is 5.60% SBE and 2.71% DVBE. The majority of the SBE scope is trackwork and the Project must complete the underground heavy civil and utility work first before the trackwork begins. There are three more years left in the contract to achieve the 19.34% SBE and 3.31% DVBE commitments.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. Deliver outstanding trip experience for all users of the transportation system. Enhance communities and lives through mobility.

**ALTERNATIVES CONSIDERED**

The Board may choose to not move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule.

**NEXT STEPS**

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation.

**ATTACHMENTS**

Attachment A - Funding/Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

Attachment C - Projected Breakdown of Cost Allocation for \$80 Million

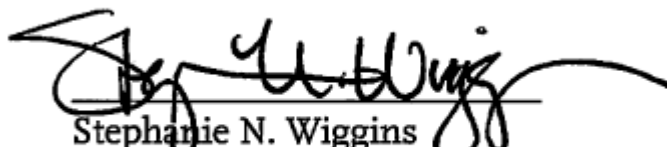
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Sameh Ghaly, Chief Program Management Officer, (213) 418-3369



Stephanie N. Wiggins  
Chief Executive Officer

ATTACHMENT A  
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY  
LOP INCREASE APRIL 2023  
Funding/Expenditure Plan  
(Dollars in Millions)

<b>Capital Project No. 865519</b>	<b>Prior LOP</b>	<b>Prior Spent</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>TOTAL</b>	<b>% of Total</b>
<i>USES OF FUNDS</i>								
Construction	535.31	328.91	142.15	74.43	30.00	19.62	595.11	62.20%
Right of Way	101.54	101.54	-	-	-	-	101.54	10.61%
Professional Services	164.90	105.10	25.00	25.00	15.00	10.00	180.10	18.82%
Project Contingency	75.00	-	-	40.00	40.00	-	80.00	8.36%
<b>Total Life of Project Cost:</b>	<b>876.75</b>	<b>535.55</b>	<b>167.15</b>	<b>139.43</b>	<b>85.00</b>	<b>29.62</b>	<b>956.75</b>	<b>100.00%</b>
<i>SOURCES OF FUNDS<sup>1</sup></i>								
Measure R - Transit Capital (35%) <sup>2</sup>	674.28	512.72	147.15	8.96	56.00	29.62	754.45	78.86%
Transit and Intercity Rail Capital Program (TIRCP)	69.21	22.83	-	46.38	-	-	69.21	7.23%
SB1 - Local Partnership Program	133.26	-	20.00	84.09	29.00	-	133.09	13.91%
<b>Total Life of Project Funding:</b>	<b>876.75</b>	<b>535.55</b>	<b>167.15</b>	<b>139.43</b>	<b>85.00</b>	<b>29.62</b>	<b>956.75</b>	<b>100.00%</b>

1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.

2. Measure R amount subject to change based on actual debt interest charged to Westside PLE per the 2011 Fiscal Responsibility Policy.

## ATTACHMENT B

### Division 20 Portal Widening Project

#### Measure R and Measure M Unified Cost Management Policy Analysis

##### **Introduction**

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Division 20 Project (the Project) is subject to this policy analysis as it is considered an integral part of the Westside Purple Line Extension (WPLE) Section 1, Section 2, and Section 3 projects, which are Measure R- and Measure M-funded.

The life of project (LOP) budget for the Project was last approved by the Board in February 2022 at \$876,749,577. The Project is subject to the Policy analysis now due to a proposed \$80,000,000 (9.1%) increase to the LOP budget. Funding for the cost increase may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

##### **Measure R and Measure M Unified Cost Management Policy Summary**

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

##### **Scope Reductions**

The Project cost increase is funding depleted contingency that has been needed for additional work and schedule delays due to unknown utilities that required relocation or re-design, interface with multiple adjoining projects, design deficiencies, and third-party requirements. Any attempt to identify and negotiate agreeable reductions to the scope may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.



### New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure M and Measure R funding and is currently allocated a portion of the total \$4,074,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Westside Subway Extension. Measure R totaling \$415,391,156 has also been transferred from other Metro projects to the Westside Subway Extension to address prior cost increases.

The Project is in the Central City Area but serves the Metro Red and Purple Line which are within both the Central City Area and Westside Cities subregions. Local funding resources from both subregions and cities within the subregions could be considered for the cost increase.

#### *Funding Within the Corridor*

No other surplus or otherwise available funding has been identified from other Metro projects on the Metro Red and Purple Line corridors.

#### *Subregional Programs and Local Agency Contributions*

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The Measure M Expenditure Plan includes \$235 million for the Central City Area SEP and \$160 million for the Westside Cities SEP. The Metro Board previously approved funding plans that include SEP funding from the San Gabriel Valley subregion to address a \$126 million cost increase on Gold Line Foothill Extension, South Bay and Central City Area subregions to address a \$90 million cost increase on Crenshaw/LAX Transit, Central City Area and Westside Cities subregions to address a \$150 million cost increase on Westside Purple Line Extension Section 1, and Central City Area subregion to address a \$11.9 million cost increase on Eastside Light Rail Access (Gold Line). However, motion #2021-0435 from June 2021 states that, henceforth, the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

#### *Local Agency Contributions*

The cities with Project stations are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R and Measure M ordinances. The cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the Project cost increase.

Measure M, as well as Measure R and Propositions A and C, provide “local return” funding to Los Angeles and Beverly Hills. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill

Extension to Pomona did not support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

#### *State and Federal Funding (Discretionary)*

The FTA has previously granted the WSE Section 1, 2, and 3 projects \$669.9 million, \$1.187 billion, and \$1.3 billion respectively through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grants on Section 1, 2, and 3 by a combined \$218,284,002. The federal FY 2023 budget provides an additional \$59,583,554 for Section 1. In addition, the FY 2023 budget includes advance appropriations and accelerated payments for WSE Section 1, 2, and 3 of \$513,016,299. The increase in New Starts and advance and accelerated amounts can make Measure R funding available that is currently programmed on WSE Section 1, 2, and 3 to address the cost increase on the Project. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

#### Value Engineering

The Project cost increase is funding depleted contingency that has been needed for additional work and schedule delays due to unknown utilities that required relocation or re-design, interface with multiple adjoining projects, design deficiencies, and third-party requirements. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

#### Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

The cities receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available unless the cities choose to terminate an existing project, and all other projects are moving through their respective development process.

#### Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are being programmed for uses in Metro's financial forecast, during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding include Proposition A and C (allocated to the portion of the Project that is not attributable to "new subway"), General Fund, and Lease Revenues.

#### *State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional

funding as it can be applied countywide to both transit and highway spending. The most recent 2022 RIP has zero funding available for new Metro projects. Nevertheless, Metro determined in December 2021 it would request an advance of future RIP shares for mobility improvement projects associated with the I-710 North project. LPP is already programmed for the Project. Future LPP funding is allocated for other projects in Metro's financial forecast.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro's apportionments from these programs have increased in the 2021 Bipartisan Infrastructure Law (i.e., Infrastructure Investment and Jobs Act), which is a five-year authorization bill. Unfortunately, the Project is not eligible for federal funding because it was not environmentally cleared under the National Environmental Policy Act (NEPA).

### **Recommendation**

Metro staff recommends the use of \$80,000,000 of additional New Starts, which will make available an equal amount of Measure R Transit 35% for the proposed \$80,000,000 LOP budget increase.

ATTACHMENT C  
 DIVISION 20 PORTAL WIDENING TURNBACK FACILITY  
 LOP INCREASE APRIL 2023  
 Projected Breakdown of Cost Allocation

Amount	Description
\$50,000,000	<p><b>CONSTRUCTION</b></p> <ul style="list-style-type: none"> <li>◦ Portal Wall, Ductbanks, Trackwork, Systems and Systems Integration Testing, Third Party requirements, Schedule Impacts</li> </ul>
\$30,000,000	<p><b>PROFESSIONAL SERVICES</b></p> <ul style="list-style-type: none"> <li>◦ Metro Staff at Gateway and field offices who perform oversight in various disciplines.</li> <li>◦ Engineering - Design support during construction (DSDC)             <ul style="list-style-type: none"> <li>- TY LIN Contract AEAE66758000: Design and Engineering</li> <li>- SecoTrans Contract AE47810E0128: Systems Engineering</li> </ul> </li> <li>◦ CMSS - ANSER: Construction Management Support Services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineer, engineers and other construction support.</li> <li>◦ Program Management Support Services (PMSS) - KTJV support services</li> <li>◦ 3rd Party Coordination             <ul style="list-style-type: none"> <li>- City and County of Los Angeles administration and services</li> <li>- Freight and Rail Line coordination adjacent to Division 20</li> </ul> </li> <li>◦ Claim Support Services - Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.</li> <li>◦ Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements.</li> <li>◦ Legal Services: Procured legal services to assist project management.</li> <li>◦ Auditing Services: Consultant companies conduct labor compliance audits of main professional services and construction contracts.</li> <li>◦ QA Test Lab Services: Consultant companies provide materials verification testing and inspections services.</li> <li>◦ Escalation and Inflation cost impacts.</li> </ul>
<b>\$80,000,000</b>	<b>Total LOP Increase</b>

# **Division 20 Board Report 2023-0197**

**April 2023**

**DIVISION 20 LOP INCREASE**

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## RECOMMENDATION:

AMENDING the Life of Project (LOP) budget by \$80,000,000

Current LOP: \$876,749,577

Revised LOP:\$956,749,577

## BACKGROUND

- Purple Line Full Funding Grant Agreement (FFGA) for PLE1 requires capacity for 5-minute headways.
- Metro's commitment to meet the terms of the FFGA, existing portal must be widened and a turnback track constructed
- PLE 1, 2 and 3 will add vehicles to the Metro Fleet, requiring increased Yard storage
- Original contract includes substantial upgrades to power the new turnback and vehicle storage



# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## ISSUE

- Maintaining the active yard combined with a significant number of site conditions, has contributed to changes and delays to the Project that has consumed much of the budgeted Life of Project (LOP) contingency

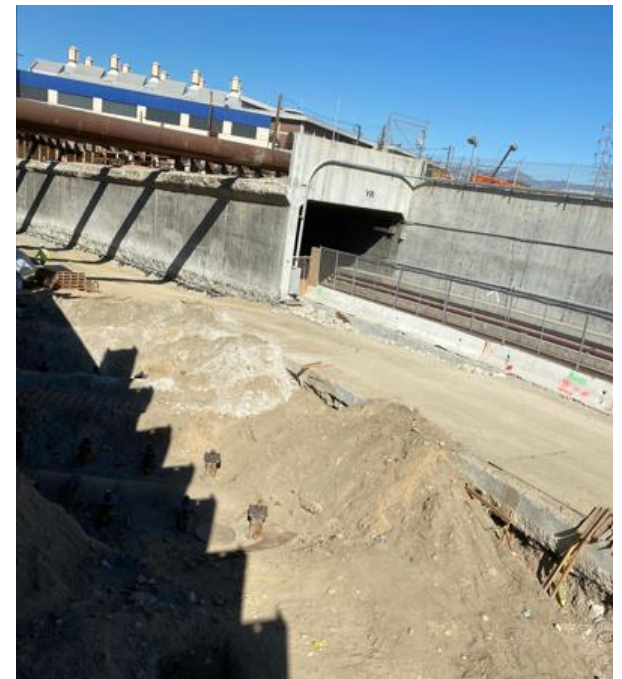
## DISCUSSION

- Multiple design issues
- D20 yard is over 30-years old causing repairs and replacement of equipment
- Old industrial site, excessive removal of hazardous materials
- Multiple interfacing projects have caused delays and construction challenges
- 3<sup>rd</sup>-Parties, City of Los Angeles, Utilities
- First Street Bridge is 100-years old and required unforeseen repairs
- Currently, the project is about 48% complete, less than 2% of the of the Project contingency remaining



## FUNDING FOR THIS LOP INCREASE REQUEST

- The use of \$80,000,000 of additional New Starts funding will make available an equal amount of Measure R Transit 35% for this proposed increase
- LOP budget increase actions to address the cost increase are evaluated using the Measure R and Measure M Unified Cost Management Policy
  - The completion of much of the First Street Bridge, underground work in the old industrial area, and existing yard, has reduced unknown risks
  - A majority of the Project footprint for underground work has been opened up and existing conditions exposed that should reduce changes related to differing site conditions





# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## NEXT STEPS:

- Incorporate lessons learned between previously identified differing site conditions and design
- Continue risk assessments to manage remaining schedule and budget risks
- Identify resources to validate constructability, potential schedule conflicts, and contractor oversight coordination





## Board Report

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**File #:** 2023-0206, **File Type:** Informational Report

**Agenda Number:**

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**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE  
APRIL 20, 2023**

**SUBJECT: CENTER FOR TRANSPORTATION EXCELLENCE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on the Center for Transportation Excellence.

**ISSUE**

Since 2018, Metro has sought to identify a suitable location within Los Angeles County for a vehicle testing and manufacturing facility, referred to as the Center for Transportation Excellence (Center). Following extensive stakeholder input regarding the priority components of such a facility, a review of best practices, and a vetting of potential sites, Metro has identified property owned by the Los Angeles World Airports (LAWA) in Palmdale, as a viable site for the proposed center. This Report provides a status on the work that has been conducted and the next steps in developing the Center.

**BACKGROUND**

Following the passage of Measures R and M, Metro's capital and fleet program has expanded extensively. Despite efforts to double the mileage of rail infrastructure and significantly reformulate buses to support the agency's zero emission goals, Metro's delivery of rail transit vehicles and corresponding infrastructure expansion are impacted by limitations. The negative impacts include limited access to vehicle and system level testing opportunities, a skilled and trained workforce, qualified vendors, and suitable research and development facilities. This has impacted schedules for Metro's projects and put future projects and new vehicle deployments at risk for delays. As Metro incorporates new technologies such as zero emission busses and new rail vehicles, a local off-site location for testing would facilitate efficiencies and reduce risk in program delivery.

While this type of Center is of specific interest to Metro, there is also a broader demand from other transit agencies, particularly in the Western United States, where nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years.

Metro anticipates that vehicle manufacturers would be motivated to co-locate manufacturing facilities in close proximity to the Center. This would support both Metro and the federal government's goal to reestablish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy.

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## **DISCUSSION**

### **Facility Components**

Consistent with the objectives identified above, the highest priority components for the Center include a test track (which could sustain speeds of 85 mph) and vehicle commissioning facilities, including an advanced dynamometer for electric vehicles, testing for microgrids and vehicle-grid integration, climate rooms for rail and bus HVAC testing, and space for vehicle manufacturers to make refinements to the fleet based on the testing that was conducted. In addition, the Center would include space for research, development, and training.

In order to site all of the above requirements, Metro has sought to identify a property that could be developed in two phases. Phase 1 would include an approximately 7-mile rail loop and approximately 500,000 square feet of testing facilities (comprised of separate facilities for light rail, heavy rail, and bus testing, the commissioning facilities identified above, warehouse space, and office space). Phase 2 would accommodate approximately 1,500,000 square feet of manufacturing facilities (comprised of separate facilities for light rail, heavy rail and buses inclusive of assembly bays, warehouse space, office space, and assembly tracks).

### **Project Benefits**

Initial estimates suggest that the completion of both phases of development could generate an estimated \$11.5 billion in economic return/impact, including \$6.67 billion in retail and wholesale sales over the first ten years, and create 114,310 direct and indirectly-generated jobs.

By incubating the industry and developing a workforce trained to build, maintain, and operate the advanced transportation equipment of the future, the Center will also contribute to advancements in the areas of interest in the energy and infrastructure sectors. Anticipated improvements include energy management, energy storage, and grid technology. It also could promote the growth of industries in areas such as battery technology, data communications, and automation.

### **Site Identification Process**

Based on the above-mentioned criteria, Metro did a countywide search of available property. In partnership with the County of Los Angeles and the Cities of Palmdale and Lancaster, numerous properties were identified in the northern portion of the County. Parcels were evaluated based on size, access to rail corridors, zoning, existing infrastructure, proximity to vocational institutions/labor supply, proximity to public transportation, and whether it was located in a Metro Equity Focus Community (EFC).

Of eight sites evaluated, only two met the criteria for being large enough to accommodate light, and heavy rail vehicle testing, which requires an approximately 7-mile track to sustain speeds of at least 85 miles per hour. Both of those sites were owned by LAWA, as part of their Palmdale Airport land holdings.

During further discussions, LAWA personnel clarified that only one site, located in the eastern section of their property (LAWA3E), was available (see Attachment A). The site is approximately 8.6 square

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miles and spans both the City of Palmdale and unincorporated County of Los Angeles. The fact that there are no built improvements on the site, it is owned by one public property owner, it is located in close proximity to the proposed High Desert Corridor and the Palmdale Metrolink station, and within an EFC, all contribute to its potential suitability. Additionally, Los Angeles County is home to one of the largest relevantly skilled labor forces in the nation. The Antelope Valley specifically has a high concentration of skilled labor for manufacturing, with its concentration of several aerospace and other high-technology manufacturing and logistics operations.

### **Due Diligence on LAWA 3E Site**

Staff completed further due diligence on the LAWA3E site. This included a preliminary land use analysis, environmental assessment, and the feasibility of providing utility services to the site. Additionally,, staff created a preliminary layout for the Center that would include improvements required for the envisioned two-phase development, as described above.

Given that the site is located between two Sensitive Ecological Areas, it is anticipated that a comprehensive biological review would be required to further assess any mitigations or requirements that could impact the feasibility of development.

In early March 2023, Metro engaged a biologist to conduct a preliminary survey of the site and confirm that the entire project site is undeveloped with varying degrees of disturbance. The site contains areas of saltbush scrub with some salt cedar shrubs, areas of Mohave creosote bush scrub, and some areas that have been cleared or are otherwise disturbed/impacted. While Joshua trees are present on this site, they were not identified at a proliferation that would make development infeasible. The biologist's due-diligence assessment also identified low to moderate-quality suitable habitat for special-status plant and wildlife species, including desert tortoise, Mohave ground squirrel, Swainson's hawk, Crotch's bumblebee, burrowing owl, sensitive plants, and nesting native birds. Given these initial findings, additional surveys are required, and if any sensitive plant or wildlife species are observed during these surveys, additional consultation with regulatory agencies will likely be required. As many of these surveys must be done during the Spring season, Metro is investigating the feasibility of completing these surveys over the next few months.

In addition to the land use considerations, it should be noted that the City of Los Angeles' Charter only authorizes LAWA to enter into leases that will not exceed a 50-year term. LAWA would also need to confirm the process for leasing the site, and if Federal Aviation Administration (FAA) approval will be needed to lease the site for this purpose. Staff is still evaluating whether the 50-year lease limitation will significantly impact Metro's ability to secure funding to construct and operate the Project.

### **FUNDING**

An initial rough order of magnitude cost to construct Phase 1 is estimated at \$1.4-1.65 billion (FY23 dollars).

Staff has initiated advocacy strategies to engage state and federal officials and agencies regarding funding opportunities to support the construction of the Center, including potential appropriations for planning purposes.

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On August 9, 2022, President Biden signed into law the CHIPS and Science Act (P.L. 117-167). Consistent with Metro's Board-approved Federal Legislative - Metro's Government Relations Department worked with the Los Angeles County Congressional Delegation to ensure that provisions of this bill could potentially benefit the Center. Specifically, the CHIPS and Science Act authorizes the United States Department of Commerce to designate geographically distributed regional technology and innovation hubs and award strategy development and implementation grants to eligible consortia. Tech Hubs will focus on technology development, job creation, entrepreneurial development, and expanding U.S. innovation capacity. Of the \$10 billion authorized for the Tech Hubs program from the Federal fiscal year 2023 through the Federal fiscal year 2027, \$500 million has been encumbered by the Economic Development Administration (EDA) for this purpose. On March 16, 2023, the CEO submitted a response to the EDA's Request for Information to advocate for alignment of future funding solicitations with the Center's goals, objectives, and scope. Metro has also raised our interest in establishing this Center with key federal stakeholders on Capitol Hill and within the Executive Branch - including but not limited to - senior officials at the U.S. Department of Commerce.

### **EQUITY PLATFORM**

The proposed Center's development and operation would not only further efforts to expedite the delivery of transit technology and solutions that would benefit low-income and disadvantaged riders but, specifically, create workforce and economic opportunities in an area of the County that could benefit from additional investment. This is relevant given that as of February 2023, Palmdale and Lancaster have unemployment rates of 7.3%, respectively, compared to Los Angeles County's rate of 5.3%, reflecting the need for additional workforce development and job opportunities. The site is currently undeveloped, and therefore no residences or businesses would be displaced from this development. Any potential impacts on the surrounding community from construction are anticipated to be investigated during the environmental review process.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This recommendation supports Strategic Plan Goal #4: Transform LA County through regional collaboration and national leadership.

### **NEXT STEPS**

Staff will engage the County of Los Angeles and LAWA and the surrounding local jurisdictions to discuss necessary partnerships, site control strategies, and governing models to advance the project. In coordination with these partners, staff will utilize the services of an economic advisor to develop a financial feasibility analysis and a subsequent financing plan that layers multiple public and private sources.

Based on the due diligence completed to date, staff believes it is appropriate to continue planning activities associated with siting the Center at LAWA3E, including further developing a conceptual budget, entitlement, and environmental clearance strategy. Specifically, staff plans to continue vetting the site from an environmental perspective by conducting various surveys of sensitive biological species, which must be conducted during the spring season. Staff will also continue to engage

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industry stakeholders to build support for the project, including consulting with Los Angeles Economic Development Corporation (LAEDC) to prepare an economic impact study for the Center.

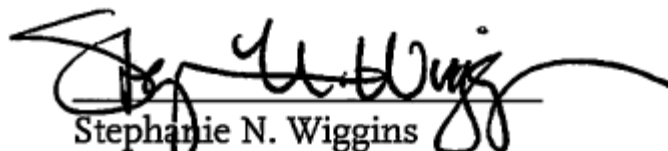
Lastly, staff will pursue funding opportunities, including appropriations as part of the State and Federal FY 23 budgets to support planning activities.

**ATTACHMENTS**

Attachment A - Center for Transportation Excellence Preliminary Site Plan

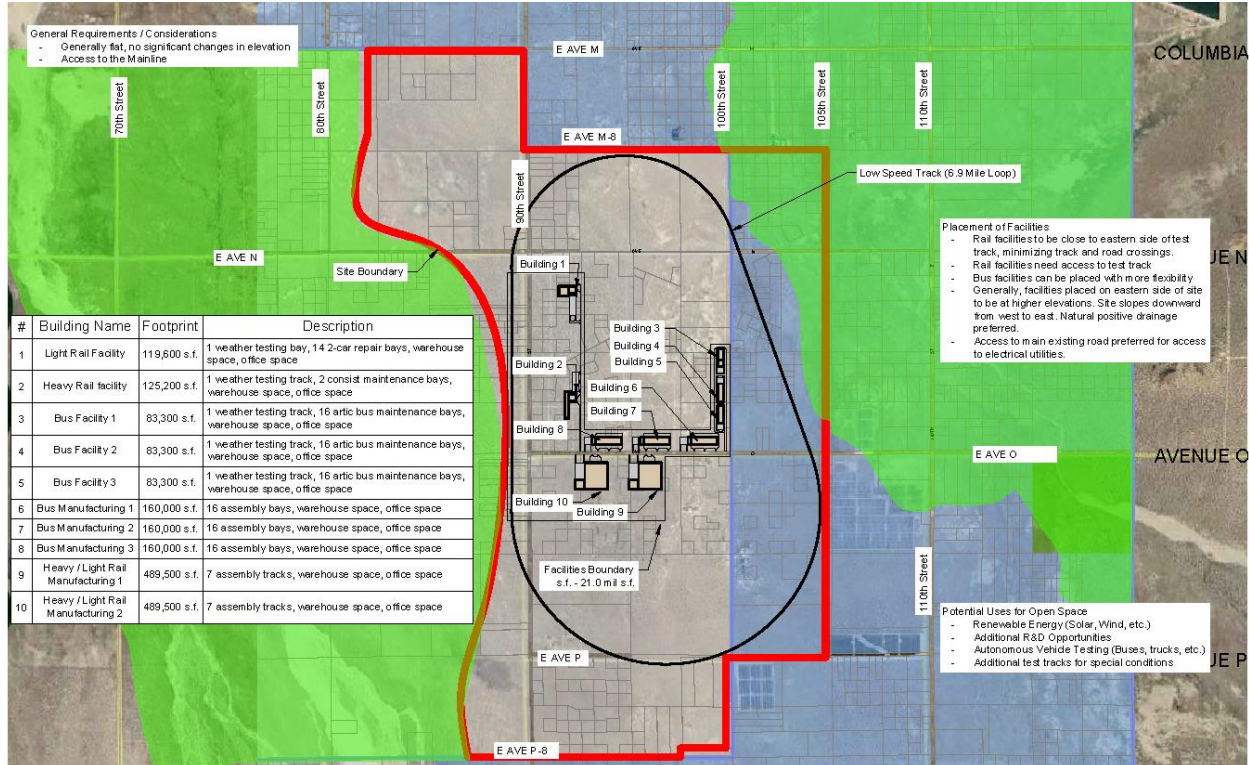
Prepared by: Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition,  
(213) 418-3278

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins  
Chief Executive Officer

Center for Transportation Excellence Preliminary Site Plan



# Center for Transportation Excellence



**Metro**<sup>™</sup>

April 2023



# The Impetus for the Project



- **Metro has many bus, rail, and infrastructure projects with similar challenges:**
  - Limited access to vehicle and system level testing
  - Limited access to trained, skilled workforce
  - Limited access to vendors
  - Limited access to R&D facilities
  - Project and new vehicle deployment delays are often the result
- **New technologies are being incorporated in regional projects and programs**
  - Zero emission, microgrids, autonomous vehicles, high speed rail, etc. coming in next several decades
  - Project risk is reduced when expertise and testing is local
- Metro, and the region at large, needs **qualified transit workforce, including engineers and operators**

# Key Site Requirements



## Phase 1:

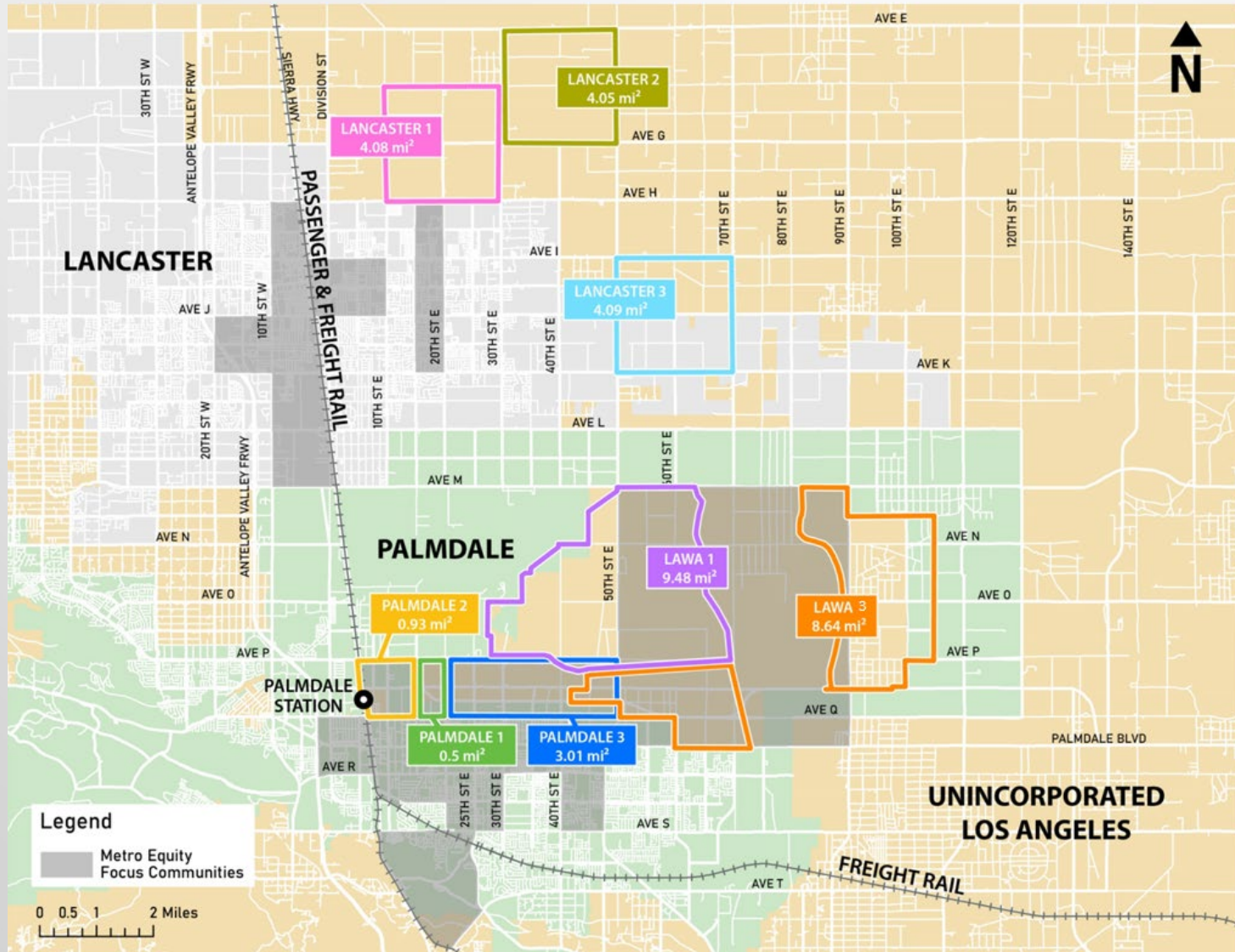
**Approx. 7 square miles needed for Rail Test Tracks and Vehicle Testing Laboratories to Serve Metro and 3rd Parties, and approximately 500,000 square feet of system testing laboratories and auxiliary uses:**

- Track must sustain rail vehicle speeds of 85 mph
- Advanced dynamometer for electric vehicles
- Testing for microgrids, vehicle-grid integration
- Climate room for railcar and bus HVAC testing
- Space for 3rd parties to make refinements based on tests
- Facilities for Training Engineers and Operators

## Phase 2:

**Two manufacturing facilities for bus and rail vehicle assembly, collectively sized at 1,500,000 square feet.**

# Identification of a Suitable Site



# Site Evaluation Summary



## Property Size

- *Only two of the eight sites meet the minimum criteria for light and heavy rail testing – the most critical criteria.*

The sites performed the same under all other criteria:

## Proximity to rail corridor

- All sites were within six miles of a rail corridor. One site contained a rail spur within its boundary.

## Zoning

- Six of the eight sites fall within two jurisdictions to varying degrees: Unincorporated Los Angeles County and the City of Palmdale. Two sites are entirely within Unincorporated LA. Each of the sites show an array of zoning designations, including Residential, Commercial, Industrial, Manufacturing, and Agricultural.

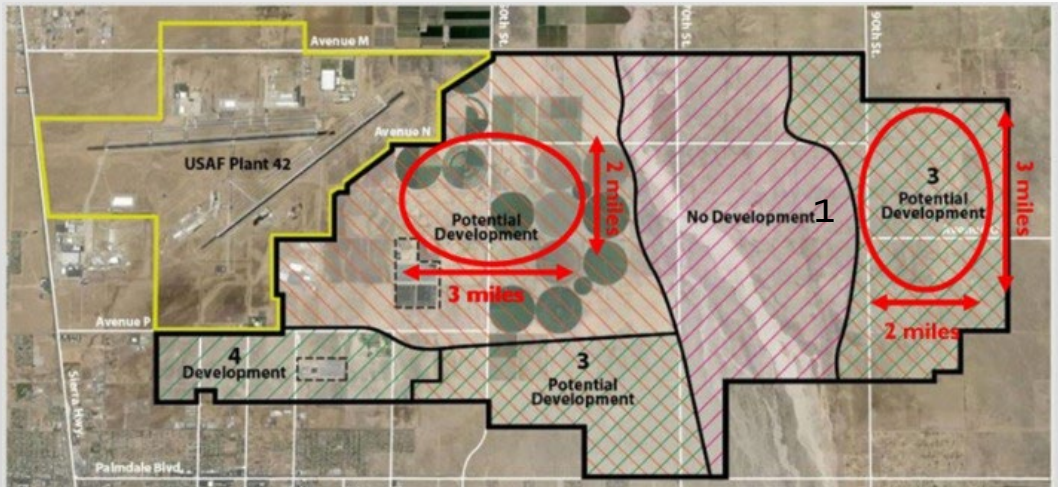
## Flood plains

- All but one site fall at least partially within an existing flood hazard zone.

## Local Public Transportation

- All but two sites are adjacent to or include local transit routes.

# LAWA Properties



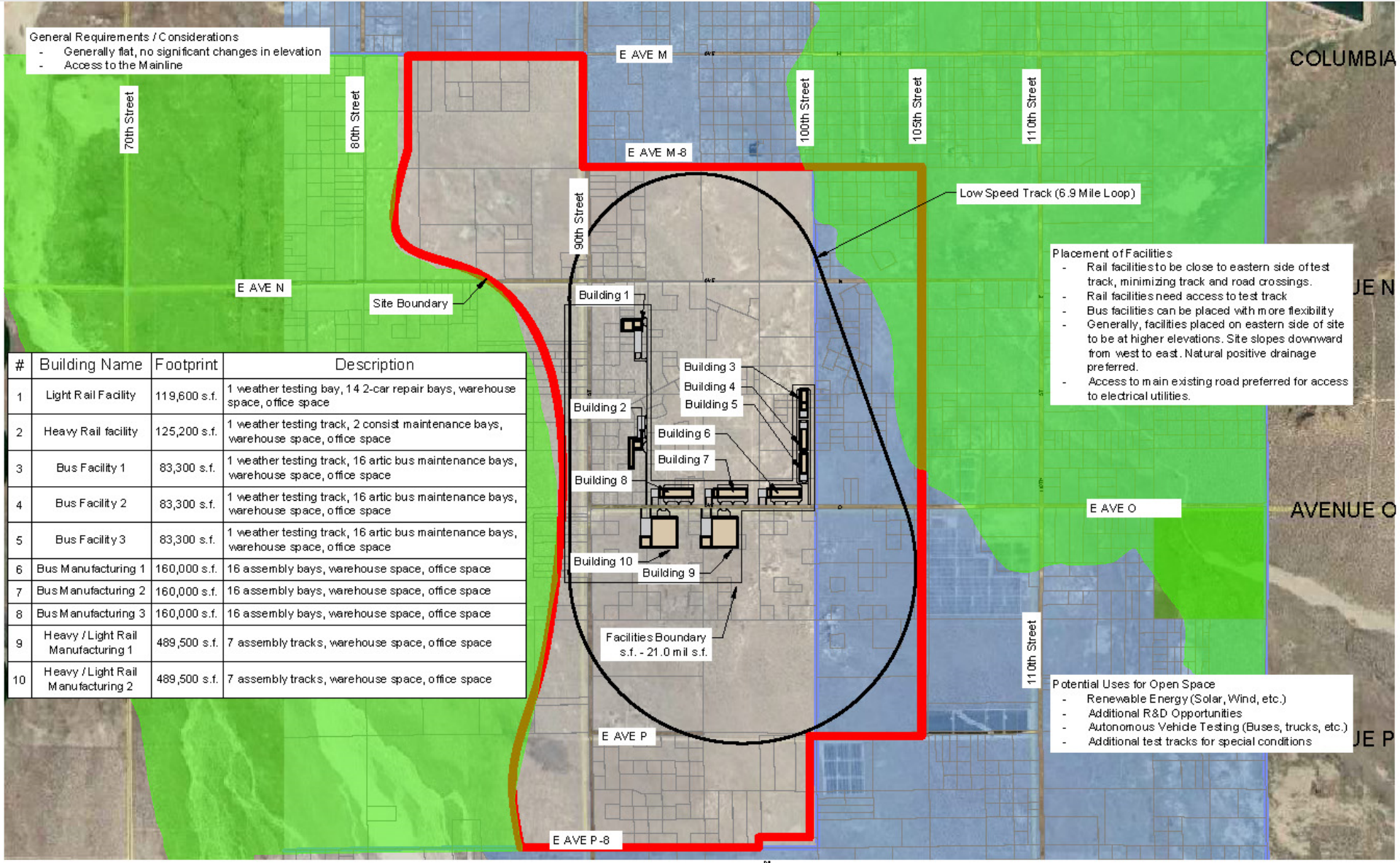
- Adequate Size
- Public and Willing Property Owner
- No existing built improvements on the Property
- Proximity to future High Desert Corridor
- Equity Focused Community

# Conceptual Site Plan



**General Requirements / Considerations**

- Generally flat, no significant changes in elevation
- Access to the Mainline



**Placement of Facilities**

- Rail facilities to be close to eastern side of test track, minimizing track and road crossings.
- Rail facilities need access to test track
- Bus facilities can be placed with more flexibility
- Generally, facilities placed on eastern side of site to be at higher elevations. Site slopes downward from west to east. Natural positive drainage preferred.
- Access to main existing road preferred for access to electrical utilities.

**Potential Uses for Open Space**

- Renewable Energy (Solar, Wind, etc.)
- Additional R&D Opportunities
- Autonomous Vehicle Testing (Buses, trucks, etc.)
- Additional test tracks for special conditions

#	Building Name	Footprint	Description
1	Light Rail Facility	119,600 s.f.	1 weather testing bay, 14 2-car repair bays, warehouse space, office space
2	Heavy Rail facility	125,200 s.f.	1 weather testing track, 2 consist maintenance bays, warehouse space, office space
3	Bus Facility 1	83,300 s.f.	1 weather testing track, 16 artic bus maintenance bays, warehouse space, office space
4	Bus Facility 2	83,300 s.f.	1 weather testing track, 16 artic bus maintenance bays, warehouse space, office space
5	Bus Facility 3	83,300 s.f.	1 weather testing track, 16 artic bus maintenance bays, warehouse space, office space
6	Bus Manufacturing 1	160,000 s.f.	16 assembly bays, warehouse space, office space
7	Bus Manufacturing 2	160,000 s.f.	16 assembly bays, warehouse space, office space
8	Bus Manufacturing 3	160,000 s.f.	16 assembly bays, warehouse space, office space
9	Heavy / Light Rail Manufacturing 1	489,500 s.f.	7 assembly tracks, warehouse space, office space
10	Heavy / Light Rail Manufacturing 2	489,500 s.f.	7 assembly tracks, warehouse space, office space

Facilities Boundary  
s.f. - 21.0 mil s.f.

# Summary of Due Diligence and Planning



- **Activities Completed**
  - Prepare Site Lay Out
  - Complete Initial feasibility assessment of Utility Service
  - Complete Land Use and Environmental Assessment
- **Complicating Dynamics**
  - Site is located between two Sensitive Ecological Areas, biological review critical to assessing feasibility of development
  - LA City Charter only authorizes LAWA to enter into 50- year lease
  - Site is located in both unincorporated LA County and City of Palmdale, will need to determined most appropriate entitlement pathway

# Next Steps



- Continue planning activities at LAWA<sub>3E</sub>, including developing a conceptual budget, entitlement, and environmental clearance strategy,
- Complete biological surveys to confirm no fatal site conditions
- Engage the County of Los Angeles, LAWA, the surrounding local jurisdictions, industry stakeholders, to discuss potential partnerships, site control strategies and governing models to advance the project.
- Conducts a financial feasibility analysis and a subsequent financing plan that layers multiple public and private sources.
- Prepare an economic impact study through the Los Angeles Economic Development Corporation (LAEDC).
- Pursue funding opportunities, including appropriations as part of the State and Federal budgets to support planning activities.



# Feedback and Questions



**Metro**<sup>™</sup>

Thank you!



## Board Report

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**File #:** 2023-0213, **File Type:** Informational Report

**Agenda Number:** 44.

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### REGULAR BOARD MEETING APRIL 27, 2023

**SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Public Safety Report.

#### **ISSUE**

Metro's main priority is providing riders with a safe experience and employees with a safe work environment. As noted in the 2021 Public Safety Survey, safety is a top concern for riders. Metro is researching, listening, reassessing current safety programs, and launching new safety initiatives. This report provides a status update on these public safety initiatives.

#### **BACKGROUND**

Metro's mission is to provide a world-class transportation system that enhances the quality of life for everyone living, working, and playing in LA County. Metro has implemented several non-law enforcement initiatives to reimagine public safety. The Chief Safety Office continues to incorporate information from surveys, customer complaints, and physical security assessments, amongst other sources, to analyze a wide array of safety-related issues.

#### **DISCUSSION**

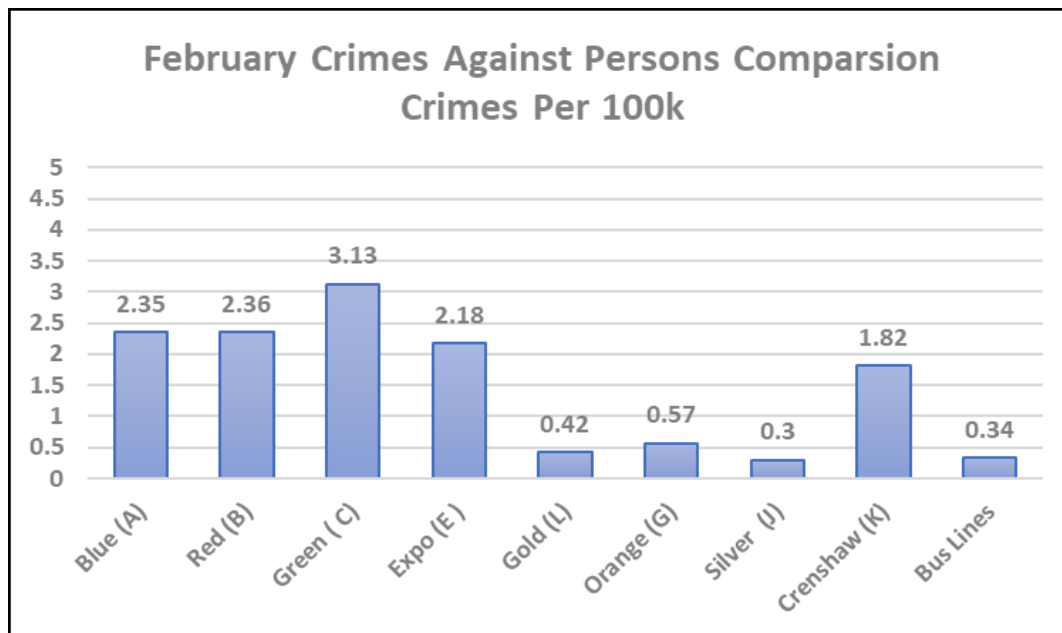
The purpose of this report is to provide statistical information regarding the number of part 1 and part 2 crimes that occurred in the system. The data report is submitted by Metro's Law Enforcement partners- LAPD, LASD, and LBPD on a monthly basis for the month prior to the reporting period. This report covers the crime stats for February 2023 and current safety strategy updates.

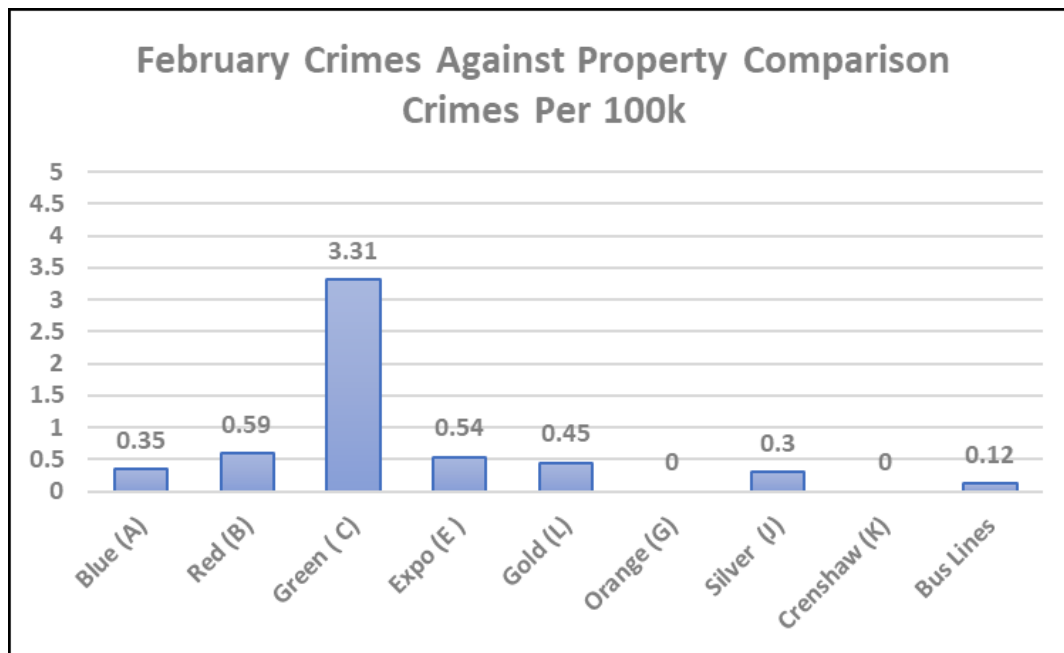
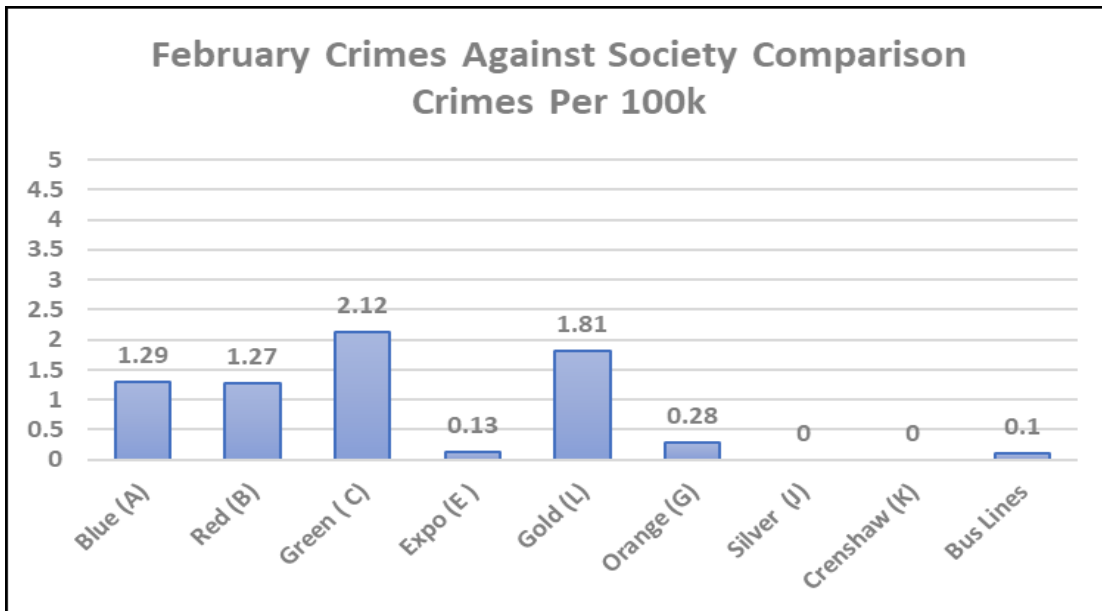
#### **FEBRUARY 2023 CRIME DATA**

During February, the system saw an increase in Crimes Against Persons and Crimes Against Society. The increase in reported Crimes Against Persons is due to an increase in battery, aggravated assaults, and robberies. The variance in Crimes Against Society is due to the Drug-Free Campaign, as narcotics related arrests increased across the Red, Blue, and Green lines. Attachment A provides

the system-wide law enforcement overview for February 2023. The report covers Crimes Against Persons - violent crimes (i.e., homicide, aggravated assaults) are those in which the victims are always individuals. Crimes Against Property - crimes to obtain money, property, or some other benefit (i.e., theft, vandalism, robbery) and Crimes Against Society- represent society's prohibition against engaging in certain types of activity (i.e., drug violations).

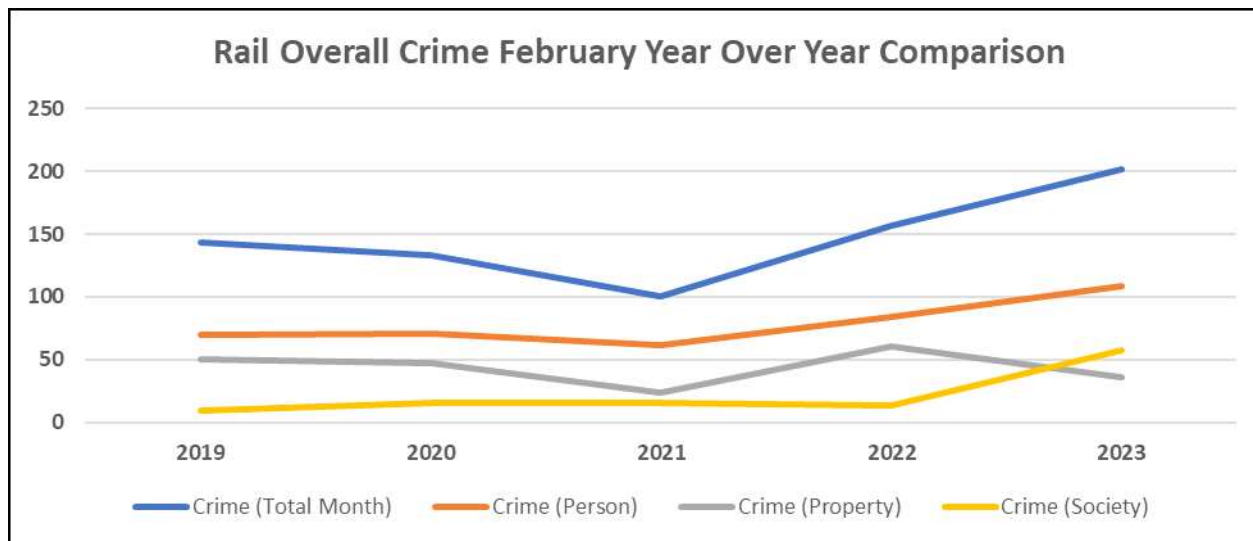
Systemwide ridership for the month of February is 21,047,072. A comparative analysis of crime on the system was done in relation to crimes per 100,000 riders for the month of February. Of note, a spike in crimes against persons, property, and society caused the Green Line to have a higher average compared to the rest of the system. This is due to the lower ridership on the Green Line (422,552 riders) when compared to the Red (2,203,692) and Blue (849,164) Lines, so when compared to the ridership, any crime spike has more impact on the average when compared to lines that have two to five times the number of riders. This board report includes a more detailed analysis of the crime on the Red, Green, and Blue Lines.





## RAIL

Overall incidents of crime on the rail system increased by 29% (202 vs. 157) when compared to February 2022. Overall rail ridership for the month is 4,704,448.



Part 1 crimes (violent crimes/property crimes) increased on the rail system in February 2023 by 19% compared to February 2022. The largest factor for the increase was aggravated assaults, which rose 53% (26 vs. 17 incidents) compared to the previous year. Larceny incidents made up most property crimes reported in February 2023 (67%).

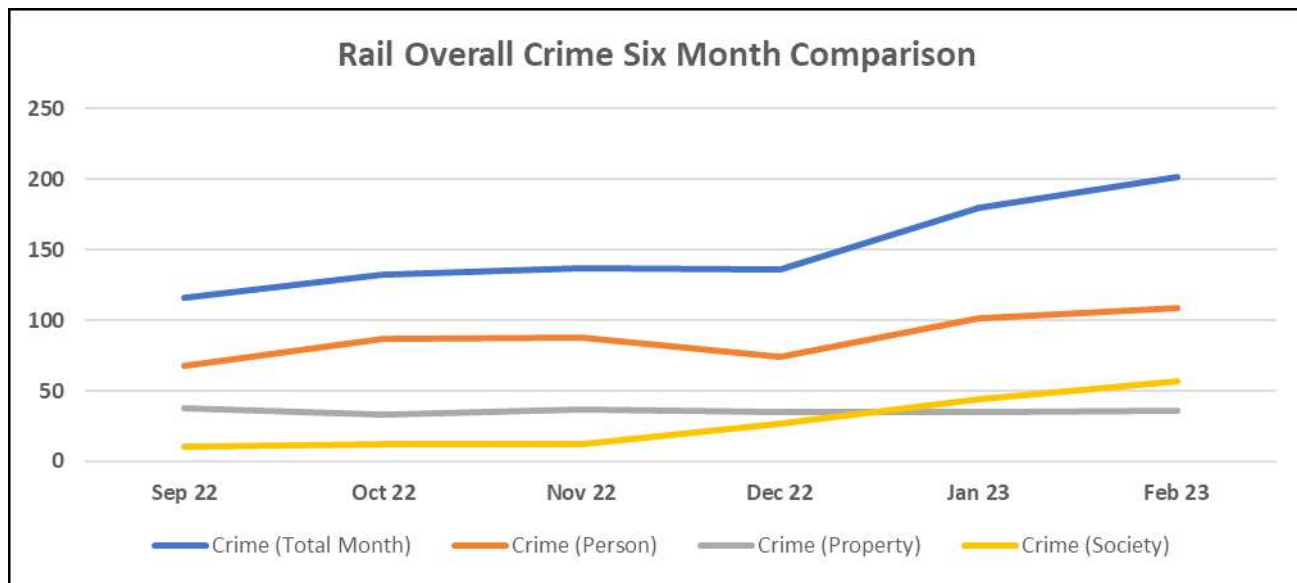
Part 2 crimes increased by 37% (114 vs. 83) when compared to February 2022. Narcotic incidents accounted for 33% (114 of 38) of the total. It is likely that Metro’s Drug-Free Campaign was a contributing factor, as the increased presence of law enforcement and security services resulted in more narcotic and trespassing-related arrests on the system.

Monthly Comparison

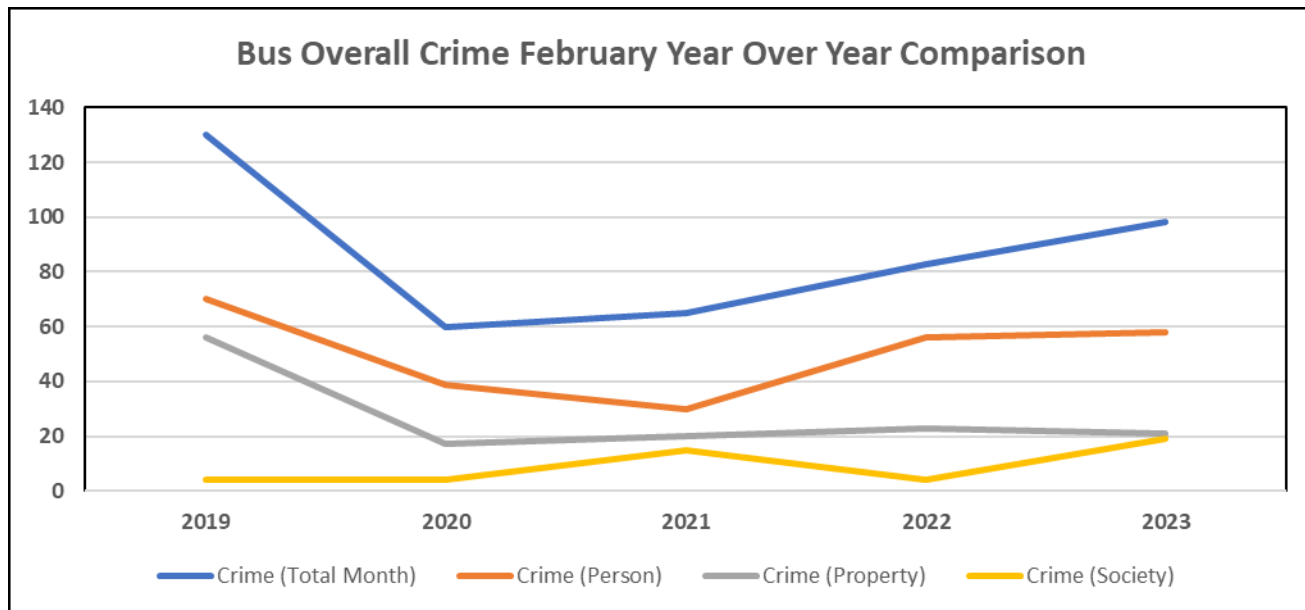
Overall, crime on the rail system during February 2023 increased 12% (202 vs. 180) compared to January 2023.

Part 1 crimes (violent crimes/property crimes) increased on the rail system in February 2023 by 11% compared to January 2023. The largest factor for the increase was robberies, which rose 23% (27 vs. 22 incidents) compared to the previous month.

Part 2 crimes increased by 13% (114 vs. 101) when compared to January 2023. Narcotic incidents (arrests) increased from 17 arrests in January to 38 arrests in February. As previously mentioned, it is likely that Metro’s Drug-Free Campaign was a contributing factor, as the increased presence of law enforcement and security services resulted in more narcotic-related arrests on the system.



**BUS**

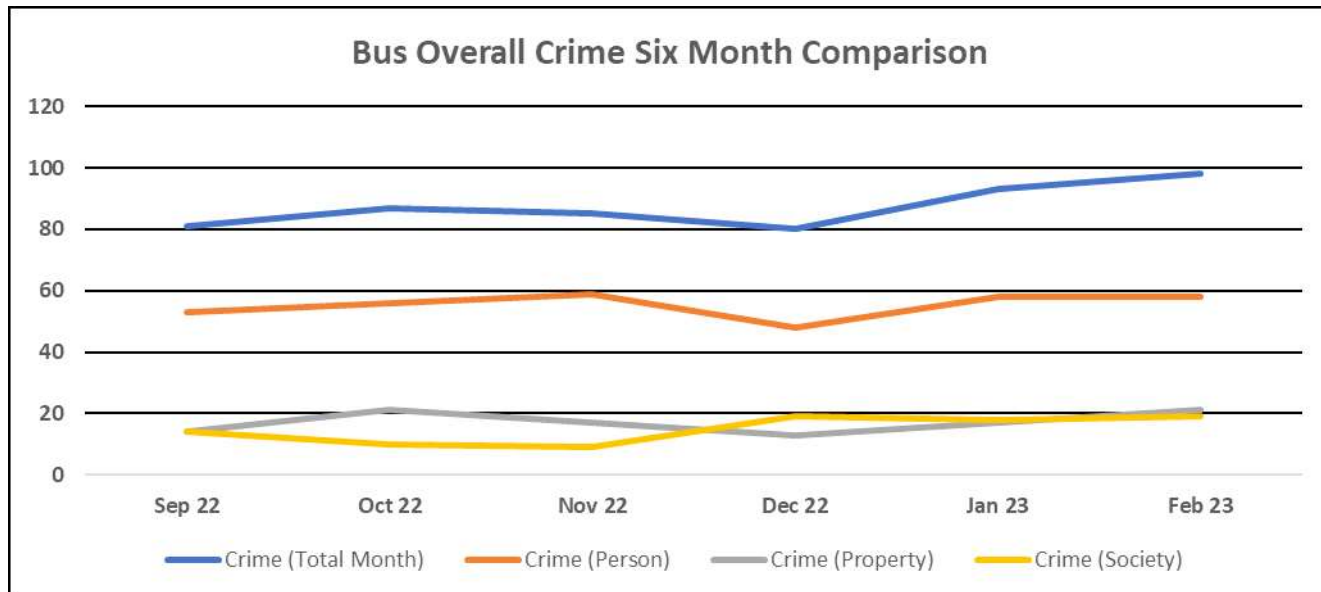


Overall, crime on the bus system during February 2023 increased by 18% (98 vs. 83 when compared to February 2022). Bus boardings for February 2023 are 16,342,624.

Part 1 crimes decreased on the bus system by 11% (31 vs. 35) compared to February 2022. Violent crime had a 4% increase (58 vs. 56). However, property crime decreased by 9% (21 vs. 23).

An analysis of Part 2 crimes showed an increase of 39.5% (67 vs. 48) compared to February 2022.

The largest contributor to the increase was a surge in narcotic related crimes. Narcotics incidents accounted for 18% of the Part 2 crimes reported in February 2023.



**Monthly Comparison**

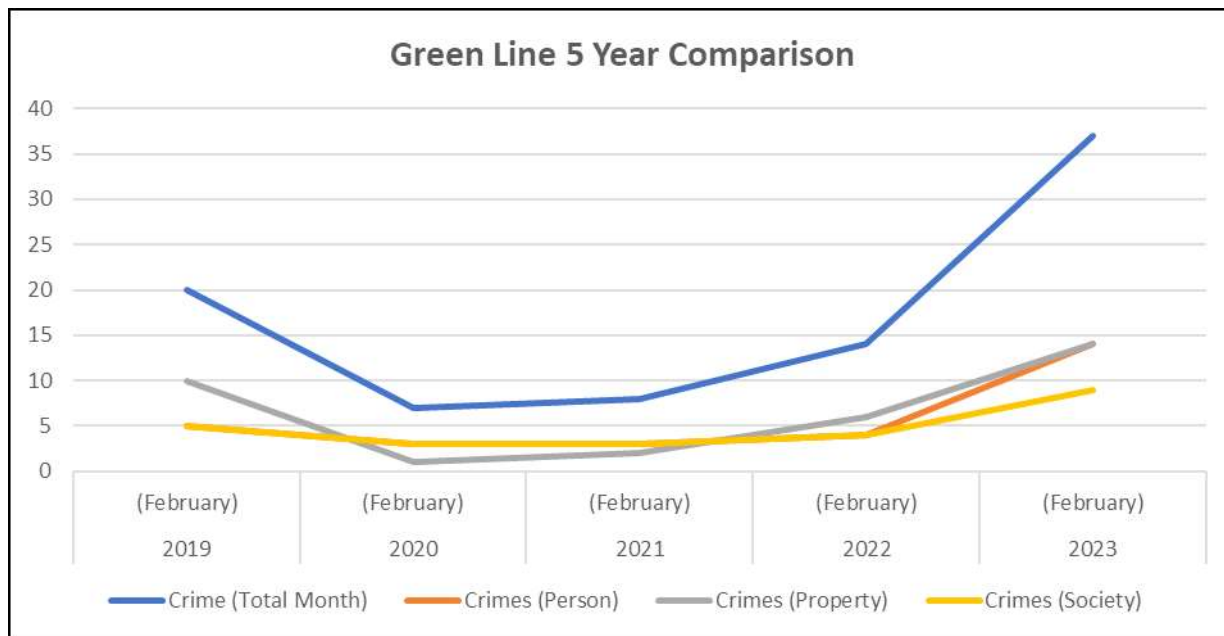
Overall, crime on the bus system during February increased by 5% (98 vs. 93) compared to January 2023.

Part 1 crimes (violent crimes/property crimes) increased on the bus system in February 2023 by 29% compared to January 2023. The largest factor for the increase was robberies, which doubled (8 vs. 4 incidents) compared to the previous month.

Part 2 crimes decreased by 3% (67 vs. 69) compared to January 2023. Narcotic incidents (arrests) decreased from 16 arrests in January to 12 arrests in February.

**Green Line Analysis**

In February 2023, with 422,522 riders, the Green Line saw a total crime increase of 164% (37 vs. 14) compared to the same time the previous year. An analysis of Crimes Against Persons increased 250% (14 vs. 4) due to aggravated assaults, battery, and robbery incidents. Crimes Against Property increased by 133% due to larceny and motor vehicle theft incidents. Crimes Against Society increased by 125% due to narcotics related arrests by LASD in support of the Drug-Free Campaign.

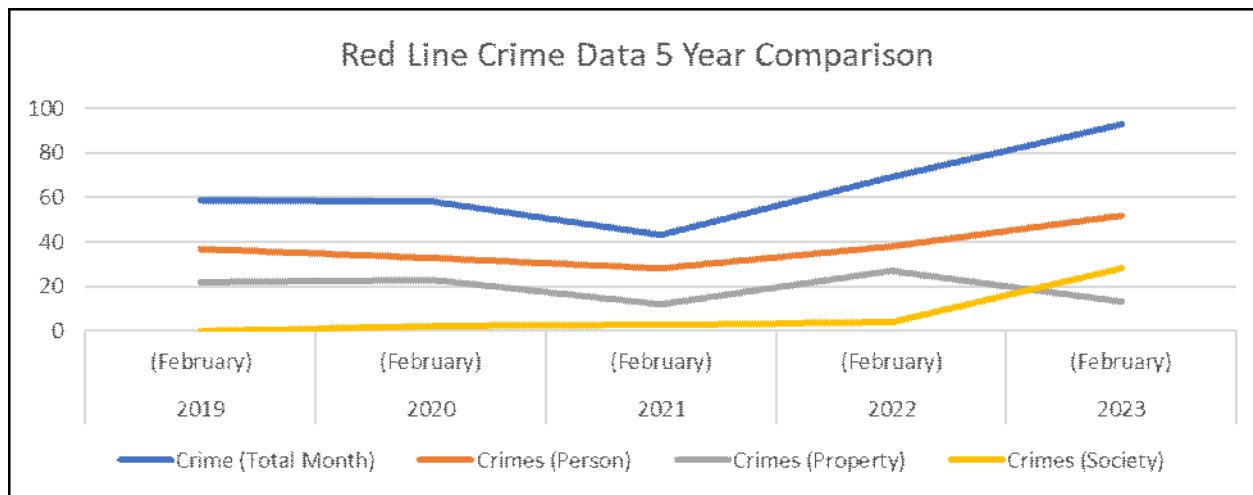


With the increase of crime on the Green Line, LASD has resumed Respect the Ride operations to address battery and aggravated assault incidents. The increase of narcotics related incidents was a result of the Drug-Free Campaign and the multi-layered approach to identifying and addressing illicit drug use on the system.

### Red/Purple Line Analysis

In February 2023, with 2,203,692 riders, the Red/Purple lines saw a 34% increase (93 vs. 69) in total crime compared to the same month last year. Crimes Against Persons increased by 36.8% (52 vs. 38) due to battery, aggravated assaults, and robbery incidents. Crimes Against Property decreased 51.9% (13 vs. 27) due to a drop in larceny incidents. Crimes Against Society increased by 600% (28 vs. 4) due to increased trespassing and narcotics arrests on the system from the Drug-Free Campaign and ancillary sweeps conducted by contract security.

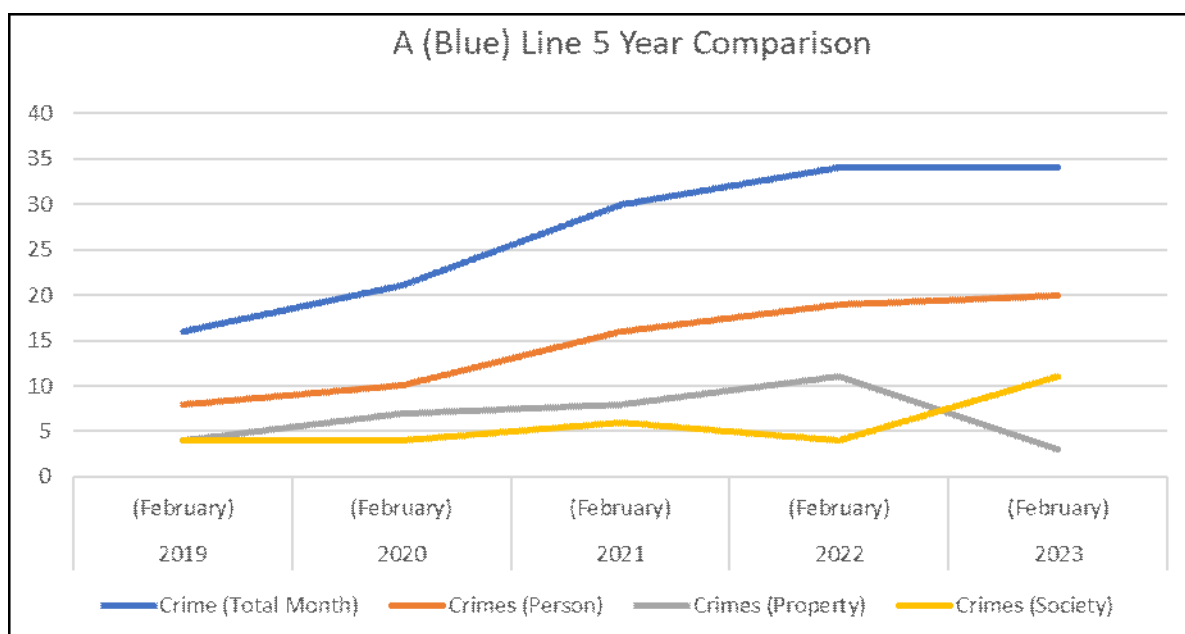




As a result of the continued issues on the Red Line, a multi-layered resource surge will occur on the Red Line starting April 24<sup>th</sup> to address safety and security concerns on the system. This will include TSOs stationed at the fare gates, more transit ambassadors on the system, increased LE resources, and PATH related services for the unhoused and those suffering from drug addiction.

**Blue Line Analysis**

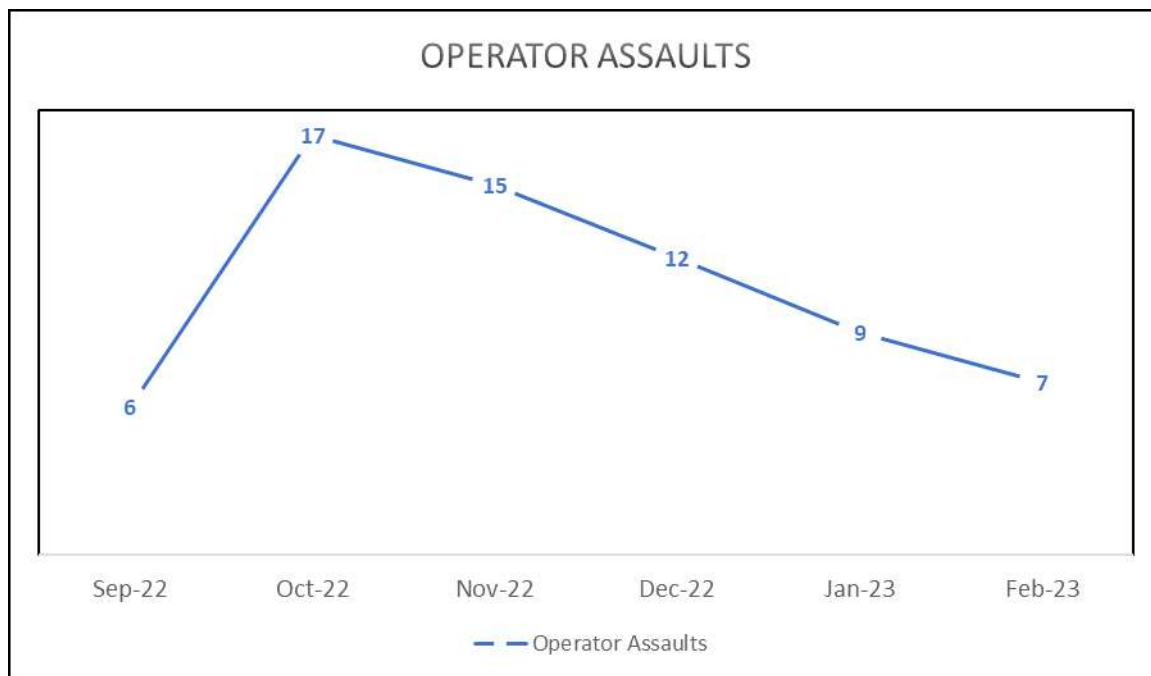
Blue Line ridership for the month of February 2023 is 849,164. The total crime on the Blue Line remained the same (34 vs. 34) compared to February 2022. Crimes Against Persons increased by 5% (20 vs. 19) due to robbery, aggravated assault, and battery incidents. Crimes Against Property decreased by 72.8% (3 vs. 11) due to a significant decline in larceny incidents. As a result of the increased law enforcement presence on the Blue Line for the Drug-Free Campaign, Crimes Against Society arrests increased by 175% (11 vs. 4), due to narcotics and weapons related charges.



### OPERATOR SAFETY

The safety of all Metro employees and passengers remains our top priority. Bus operators are responsible for the safe operation of the buses while at the same time assisting our passengers. Assaults on operators during the operation of a vehicle create a serious threat to not only our operators but to our passengers and the public as well. Importantly, these assaults have a physical and mental impact on our operators and affect their overall well-being. We have implemented several safety strategies to protect our operators based on recommendations from our Employee Assault Mitigation Task Force.

In February 2023, we saw a reduction of bus/rail operator assaults decreased by 22% when compared to January 2023 and decreased by 46% when compared to February 2022. In February, there were a total of seven (7) assaults on bus/rail operators, six of the assaults occurred on the bus system and one (1) assault occurred on the B Line (Red). The average monthly bus operator assaults over the past 5 years has been 8.67, the reduction in assaults over the past three months is a positive sign that the implemented strategies are having a positive impact on reducing assaults on operators.



To improve security and prevent bus operator assaults, Corporate Safety, SSLE, and Operations have been partnering to find an improved Bus Barrier retrofit. Two versions of prototype Bus Barriers are planned to be installed on a few buses beginning in late April. Operators will be given access to a survey through a QR code to provide feedback on their experience with the level of safety and security provided by the prototype barriers. The QR code will be attached to the prototype barriers and will be available at the window of respective Divisions.

### Drug-Free Campaign

Narcotic violations impacting the Metro system have evolved into a severe problem, including narcotics sales, chronic drug usage, and overdoses that have reduced the quality of service and endangered our riders and employees.

On February 13th, staff launched a 30-day Drug-Free Campaign using a comprehensive, layered approach with the following goals:

- Remove individuals arrested for committing crimes on our system, with a particular focus on drug crimes.
- Significantly decrease drug sales, usage, and overdoses on trains, platforms, and in stations.
- Remove individuals who are not using the system for the purpose of transportation.
- Increase the feeling of safety for our riders and employees.
- Increase cleanliness and the overall customer experience on targeted lines.
- Decrease crime while taking a holistic approach by offering eligible offenders a drug diversion program and necessary mental health/social services for people experiencing homelessness and suffering from drug addiction.

During a four-week period, the overall results: a 10% decrease in customer reported drug-related complaints on the system. By week 4 of the campaign, Transit Watch App reports related to smoking/alcohol/drugs were down 78% compared to Week 1. Furthermore, during the campaign period, staff trained and equipped all Metro Transit Security with Narcan - a life saving measure for overdoses. Due to encouraging results, at its March 2023 meeting, Directors Najarian, Barger, Solis, Butts, Dutra, and Horvath issued Motion 36.1 (Attachment I) to extend the campaign on the B (Red) and D (Purple) lines for an additional 90 days and deploy Transit Security Officers and Ambassadors to hot spots most impacted by the increase in reported crime. At the start of the campaign, in partnership with all our safety partners, including law enforcement, staff identified problematic locations to focus resources.

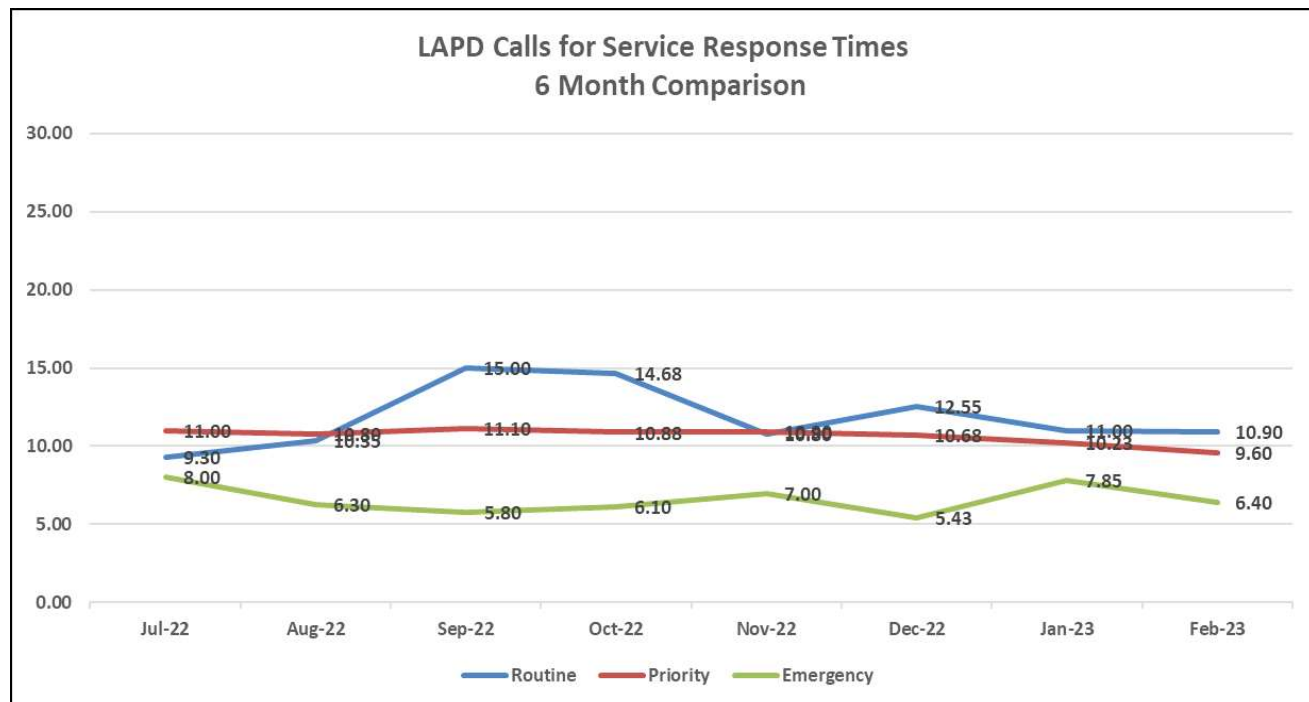
### *Law Enforcement Efforts on the Bus and Rail System*

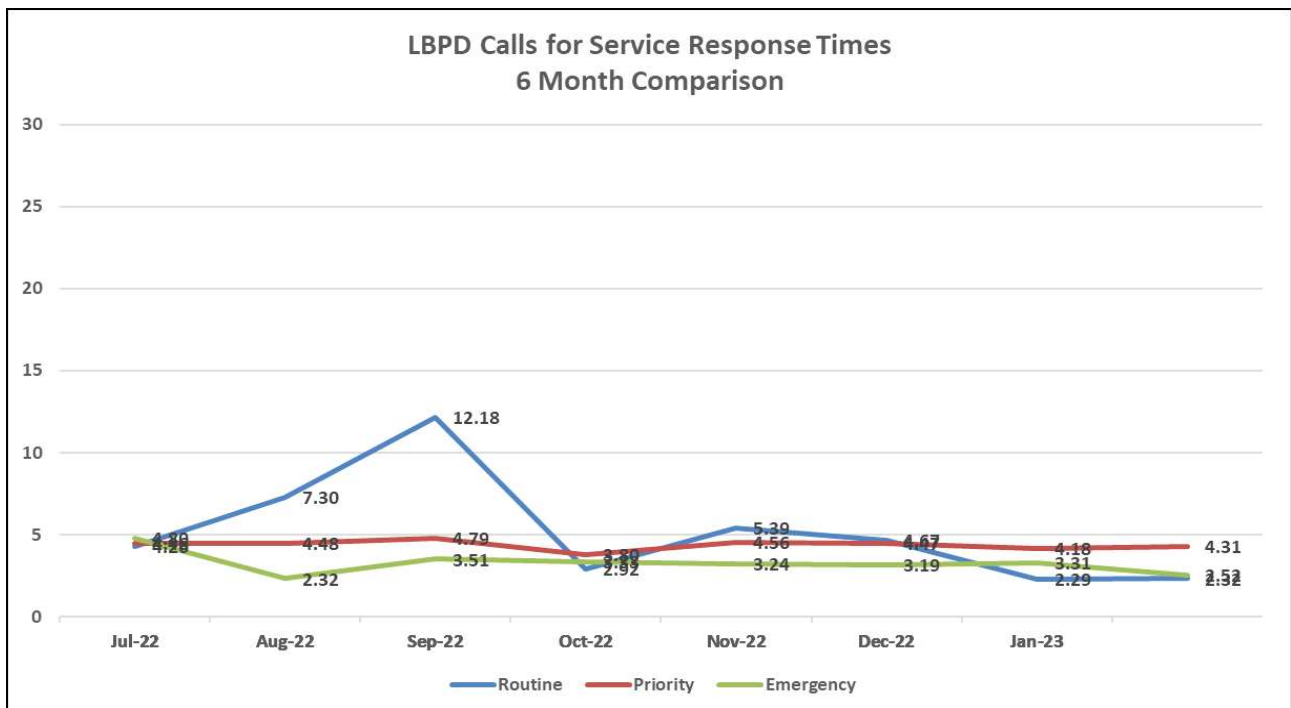
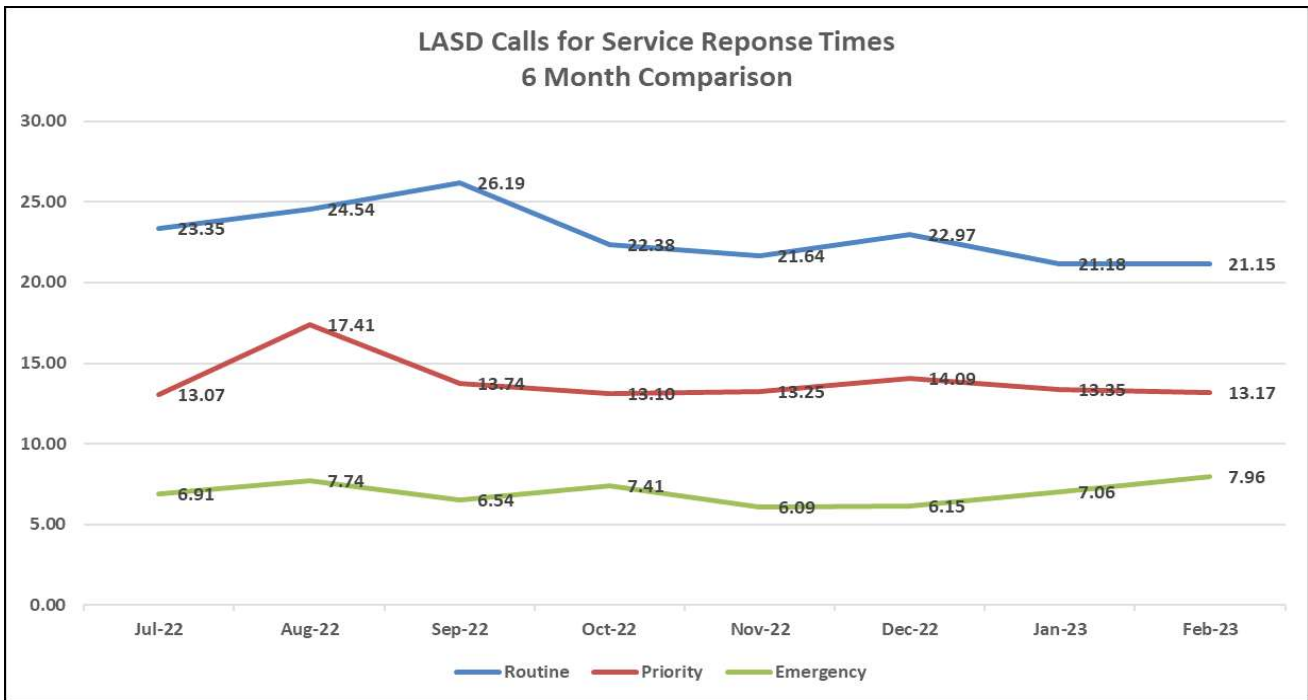
The following details the deployment and efforts of the law enforcement contract services during February 2023 as requested by Mayor Butts at the March 2023 Board Meeting. The annotated percentages are based on law enforcement units specifically assigned to rail stations or bus patrols and do not reflect the time spent specifically on a rail car or bus. This data is derived from the monthly KPI report provided to Metro by the law enforcement contract agencies. SSLE leverages TAP data (Attachment J) to audit badge swipes onto the rail system or bus by individual officers.

PERCENTAGE OF TIME SPENT ON THE SYSTEM			
AGENCY	LAPD	LASD	LBPD
Bus	87.7%	90.5%	0*
Rail	89.3%	96.6%	80%

\*LBPD does not have Metro bus service within their jurisdiction.

CALLS FOR SERVICE January 2023 vs February 2023										
Agency	LAPD				LASD				LBPD	
	Jan Bus	Feb Bus	Jan Rail	Feb Rail	Jan Bus	Feb Bus	Jan Rail	Feb Rail	Jan Rail	Feb Rail
Routine	4	5	53	40	182	191	470	378	4	5
Priority	10	13	218	302	114	122	265	285	43	51
Emergency	1	1	31	17	13	6	25	23	17	41
<b>Total</b>	<b>15</b>	<b>19</b>	<b>302</b>	<b>359</b>	<b>309</b>	<b>319</b>	<b>760</b>	<b>686</b>	<b>64</b>	<b>97</b>





DISPATCHED VS PROACTIVE						
Agency	LAPD		LASD		LBPD	
	23-Jan	23-Feb	23-Jan	23-Feb	23-Jan	23-Feb
Dispatched	17.80%	17.80%	10.70%	8.90%	2.00%	3.00%
Proactive	82.20%	82.20%	89.30%	90.10%	98.00%	97.00%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Dispatched identifies time spent by law enforcement responding to a call for service vs. proactive which is deterring criminal activity through police presence.

ARRESTS			
AGENCY	LAPD	LASD	LBPD
Felony	30	40	1
Misdemeanor	66	176	1
<b>TOTAL</b>	<b>96</b>	<b>206</b>	<b>2</b>

CITATIONS			
AGENCY	LAPD	LASD	LBPD
Other Citations *	45	227	6
Misdemeanor Citations	0	0	1
Vehicle Code Citations **	187	46	19
<b>TOTAL</b>	<b>232</b>	<b>273</b>	<b>26</b>

\* Other Citations are characterized as primarily “released from custody” citations. This is the practice of issuing a citation for suspected unlawful conduct, but not bringing the suspect to jail for a formal booking.

\*\*Vehicle Code Citations are parking and or driving violations that interfere with transit operations. For instance, a vehicle driving in a bus lane or parked in a manner that disrupts bus operations.

*Tap Reviews*

Beginning in May 2021, SSLE implemented TAP reviews as an alternative approach to monitoring presence on the Metro system by contract law enforcement personnel. These reviews aim to verify law enforcement presence throughout the Metro system by using reports from the TAP system.

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The SSLE Compliance group uses this report and compares it against law enforcement deployments (In-Services). The TAP reporting allows SSLE to observe TAPs by individual officers, by individual badge, and the total volume by line or route on the system. Any discrepancies are addressed during the weekly calls with law enforcement.

See Attachment J for graphs on individual badge taps systemwide for the month of February on bus and rail.

### **METRO AMBASSADOR PROGRAM UPDATE**

Metro Ambassadors' job is to support our riders, connect riders to resources, and report incidents or maintenance needs. Currently 295 Metro Ambassador program staff have been hired, trained, and deployed on our system. One training took place in the month of March 2023.

Effective Monday 4/17/23, Metro Ambassadors will be certified (through virtual training) and equipped to carry and administer Naloxone (Narcan).

Metro Ambassadors are currently deployed on the K Line, L Line (Gold), B Line (Red), D Line (Purple), A Line (Blue), C Line (Green) and J Line (Silver). As well as bus lines 210, 40, 20, and 720.

### **By the numbers - Reporting Period: 3/3/2023 - 3/30/2023**

Metro Ambassadors conducted 41,942 customer interactions and reported the following:

- 753 cleanliness issues
- 246 elevator and escalator problems
- 182 graffiti incidents
- 192 safety issues

Here are a few examples of good news stories that reflect the work Metro Ambassadors are performing:

- On Friday, 3/10/2023, around 8:49PM, the Metro Ambassadors at the Pershing Square Station noticed a customer exiting the station, shivering and wet, they asked if she needed help, at first, she declined but then one of the Metro Ambassadors offered her a rain poncho. She was grateful to the Ambassadors and left the station.
- On Saturday 3/11/2023, around 5:15PM the Metro Ambassadors riding the L Line train called 911 for an individual on the train who appeared to not be breathing. One of the Metro Ambassadors was on the line with 911 while the other notified the Train Operator. The train came to a stop at the Highland Park Station, and the operator came to assess the situation. The Metro Ambassadors guided EMT onto the platform into the rail car that the patron was in. The patron was transported to a local hospital for further evaluation.

Metro Ambassadors will continue to support our customers and employees as extra eyes and ears on Metro bus and rail systems.

### **EQUITY PLATFORM**

The Drug-Free Campaign elevated local awareness on the national drug crisis and its impact on the Metro system. The campaign was a concentrated effort across all our safety partners to provide a holistic approach to curtail illegal drug use activity on the system to help create a safer environment for our riders and employees. As reported last month, there was an 87% decrease in Transit Watch App reports regarding drugs, alcohol, and smoking on the system. Due to the program's success, we are developing a plan to continue to dedicate safety resources to support this effort moving forward.

### **NEXT STEPS**

Staff will continue to monitor our law enforcement partners, private security, and Transit Security performance, monitor crime stats, and adjust deployment as necessary.

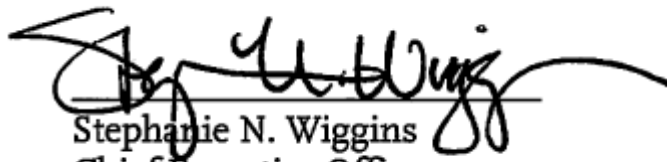
### **ATTACHMENTS**

- Attachment A - Systemwide Law Enforcement Overview February 2023
- Attachment B - MTA Supporting Data February 2023
- Attachment C - Transit Police Summary February 2023
- Attachment D - Monthly, Bi-Annual, Annual Comparison February 2023
- Attachment E - Violent, Prop, and Part 1 Crimes February 2023
- Attachment F - Demographics Data February 2023
- Attachment G - Bus & Rail Operator Assaults February 2023
- Attachment H- Sexual Harassment Crimes February 2023
- Attachment I - Board Motion 36.1
- Attachment J - Individual Badge Taps Systemwide

Prepared by:

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Stephanie N. Wiggins  
Chief Executive Officer

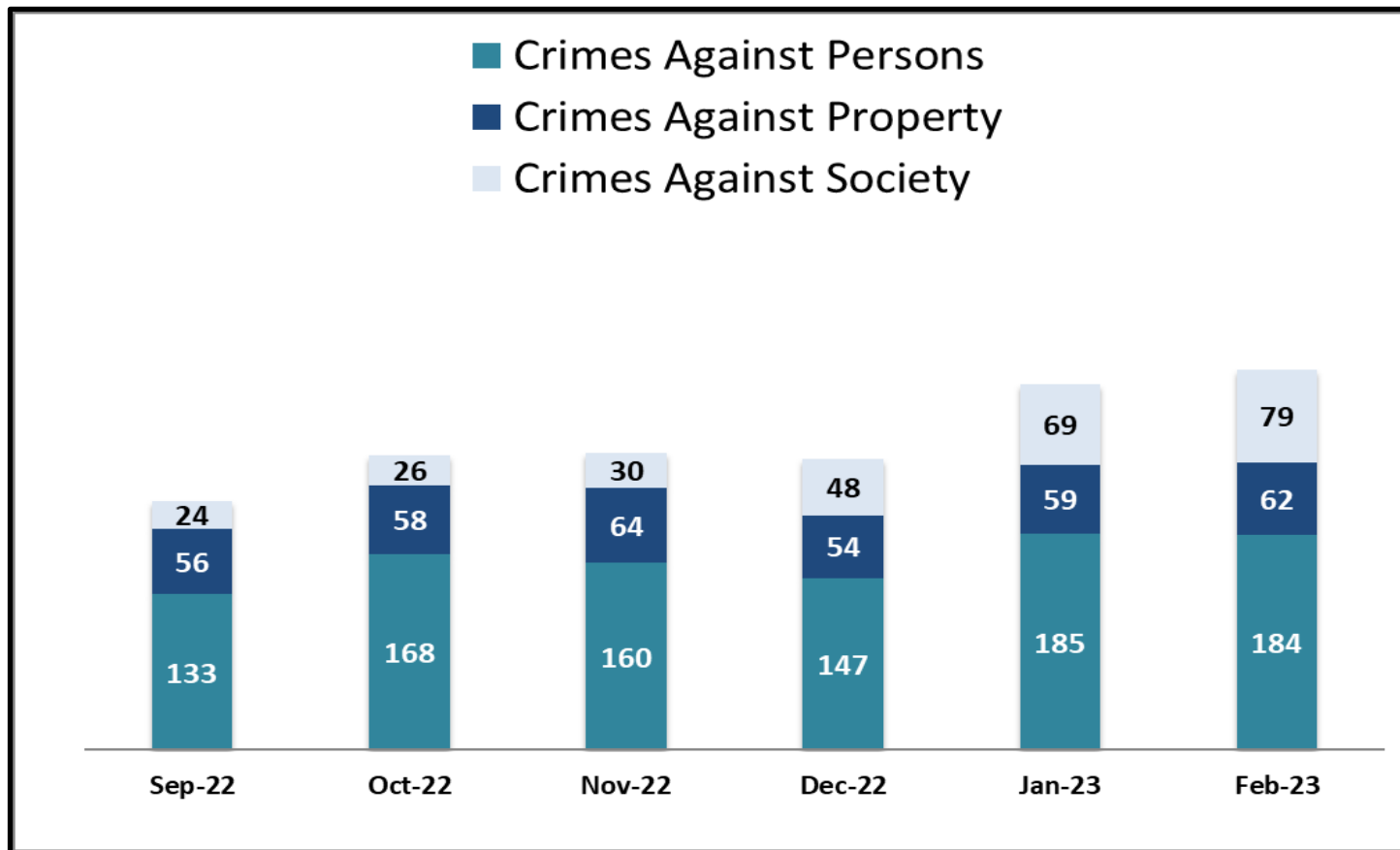


**SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW**

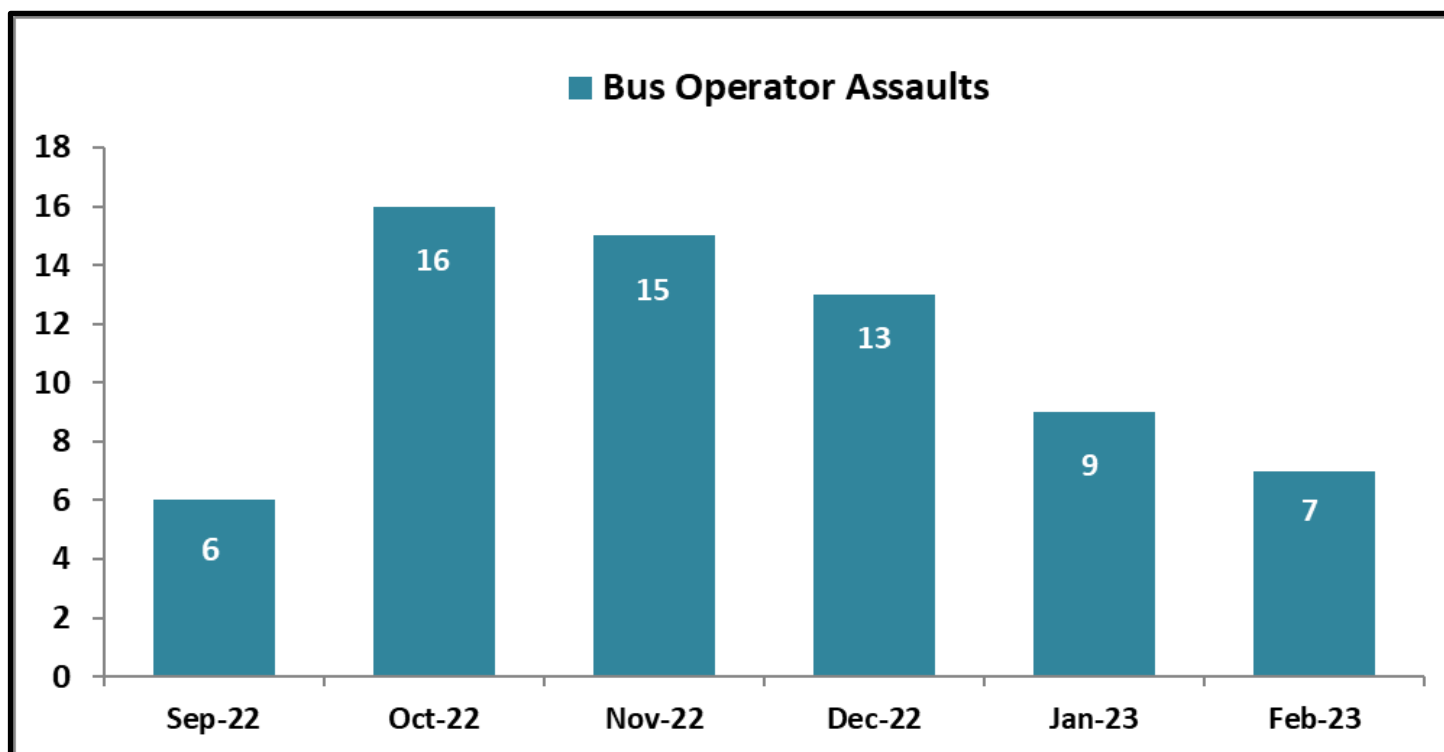
FEBRUARY 2023

Attachment A

**Total Crimes**



**Bus Operator Assaults**



**SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW**

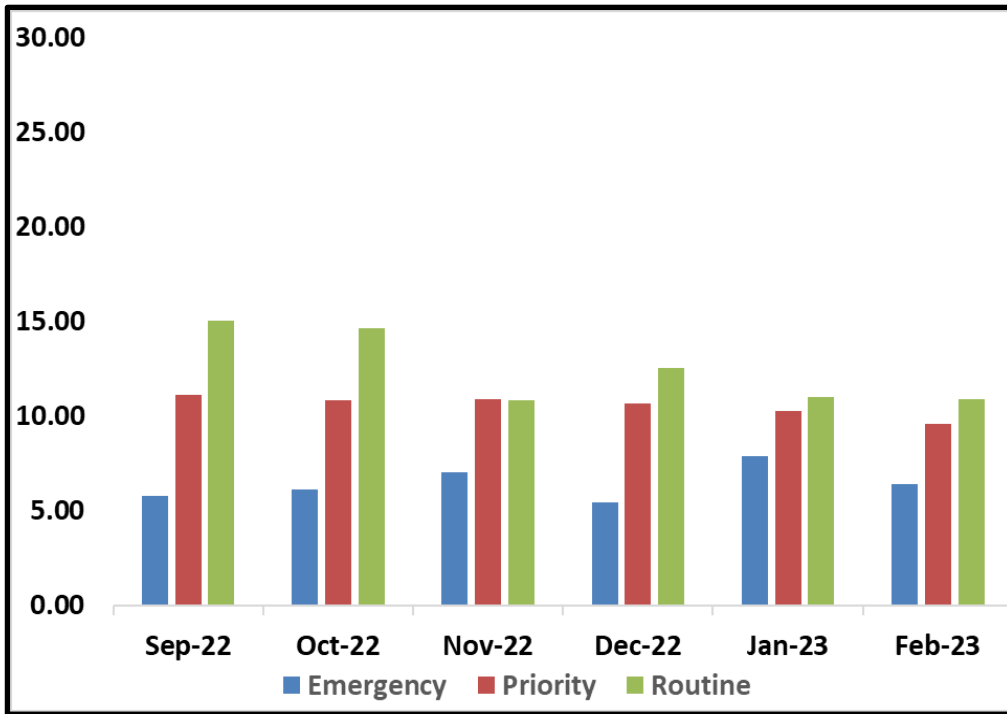
FEBRUARY 2023

Attachment A

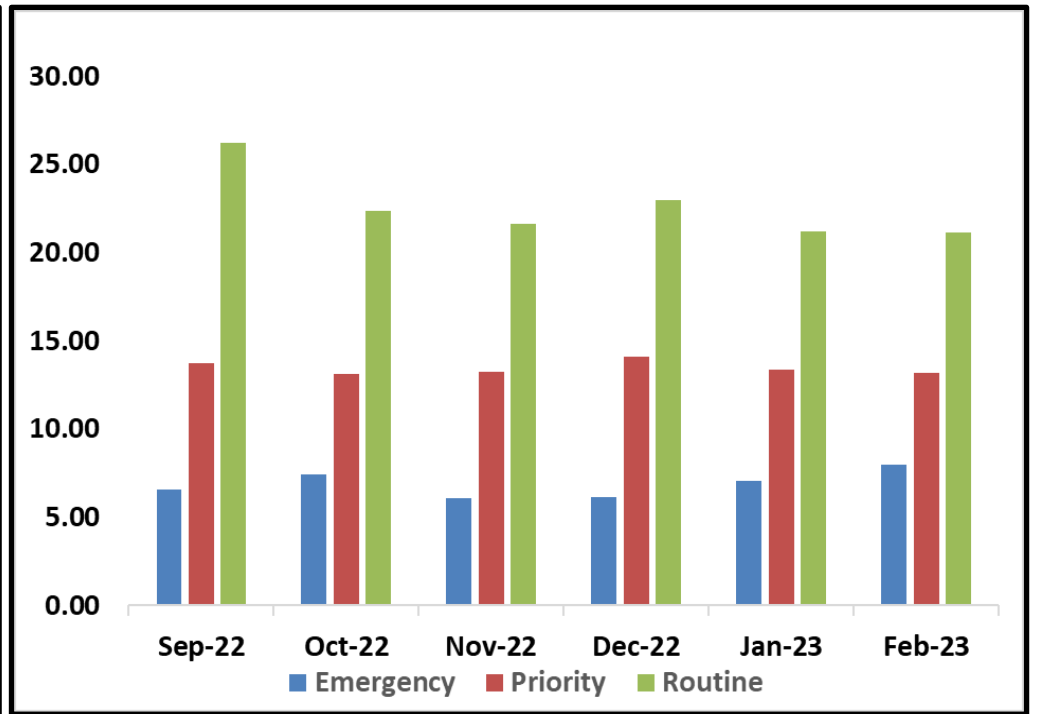
**Average Incident Response Times**

These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls

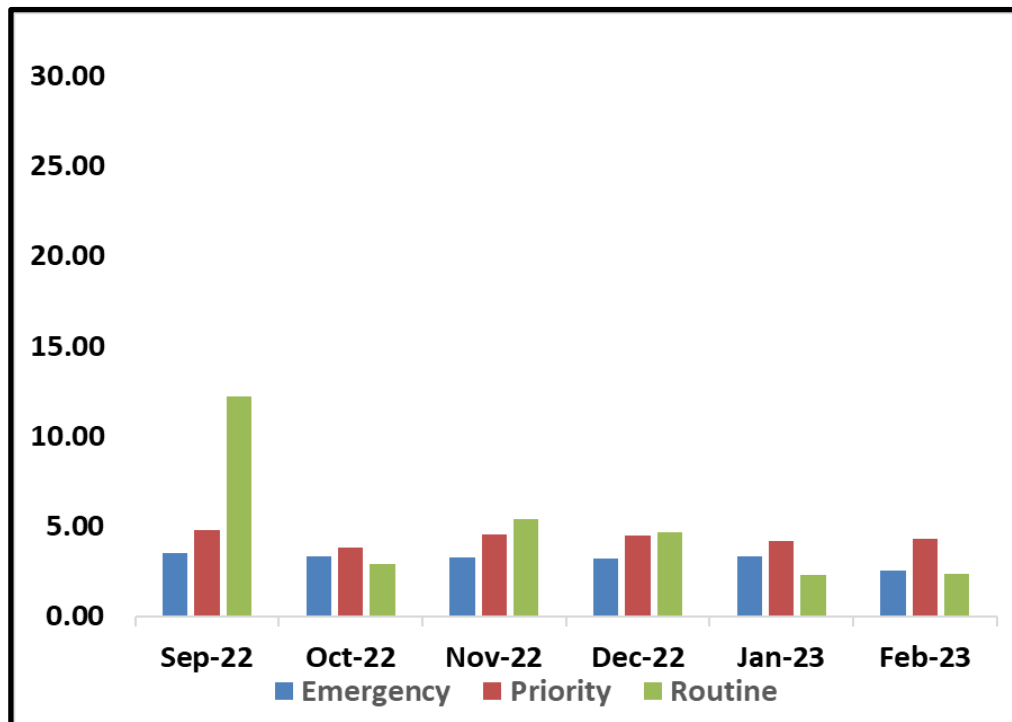
**LAPD**



**LASD**



**LBPD**



**Calls for Service**

LAPD: 430  
 LASD: 928  
 LBPD: 97

# A LINE (BLUE)

## ATTACHMENT B

### MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	1
Rape	0	0	0	1
Robbery	4	3	1	43
Aggravated Assault	5	1	0	40
Aggravated Assault on Operator	0	0	0	0
Battery	2	2	2	47
Battery Rail Operator	0	0	0	1
Sex Offenses	0	0	0	7
<b>SUB-TOTAL</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>140</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPD	FYTD
Burglary	0	0	0	1
Larceny	0	1	2	35
Bike Theft	0	0	0	1
Motor Vehicle Theft	0	0	0	6
Arson	0	0	0	1
Vandalism	0	0	0	25
<b>SUB-TOTAL</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>69</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPD	FYTD
Weapons	0	4	0	10
Narcotics	0	7	0	32
Trespassing	0	0	0	1
<b>SUB-TOTAL</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>43</b>
<b>TOTAL</b>	<b>11</b>	<b>18</b>	<b>5</b>	<b>252</b>

ARRESTS				
AGENCY	LAPD	LASD	LBPD	FYTD
Felony	0	7	1	111
Misdemeanor	0	29	1	443
<b>TOTAL**</b>	<b>0</b>	<b>36</b>	<b>2</b>	<b>554</b>

CITATIONS				
AGENCY	LAPD	LASD	LBPD	FYTD
Other Citations	0	43	6	313
Vehicle Code Citations	0	2	19	109
<b>TOTAL</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>422</b>

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPD	FYTD
Routine	7	59	5	625
Priority	29	61	51	1,196
Emergency	4	7	41	276
<b>TOTAL</b>	<b>40</b>	<b>127</b>	<b>97</b>	<b>2,097</b>

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPD
Dispatched	15%	5%	3%
Proactive	85%	95%	97%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	10
Pico	1	0	0	7
Grand/LATTC	2	0	0	12
San Pedro St	2	0	0	7
Washington	2	0	0	11
Vernon	3	0	0	5
Slauson	0	1	1	17
Florence	0	0	0	19
Firestone	0	0	0	11
103rd St/Watts Towers	0	0	0	4
Willowbrook/Rosa Parks	5	0	4	55
Compton	1	0	2	18
Artesia	0	0	2	14
Del Amo	0	0	2	19
Wardlow	0	0	0	2
Willow St	0	1	0	10
PCH	0	1	0	7
Anaheim St	0	0	0	7
5th St	0	0	0	2
1st St	2	0	0	5
Downtown Long Beach	0	1	1	9
Pacific Av	0	0	0	1
Blue Line Rail Yard	0	0	0	1
<b>Total</b>	<b>19</b>	<b>4</b>	<b>12</b>	<b>253</b>

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	91%
Blue Line-LASD	96%
Blue Line-LBPD	80%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	36	0	0	362
Flower St	0	0	0	48
103rd St	18	0	0	154
Wardlow Rd	0	0	4	21
Pacific Ave.	0	0	0	0
Willowbrook	0	16	0	295
Slauson	1	2	0	28
Firestone	0	2	0	28
Florence	0	6	0	53
Compton	0	3	0	70
Artesia	0	5	0	44
Del Amo	0	6	0	52
Long Beach Blvd	0	0	0	2
<b>TOTAL</b>	<b>55</b>	<b>40</b>	<b>4</b>	<b>1,157</b>

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	
Long Beach Police Department	

\*\*Totals do not include arrests made due to an infraction.

# B LINE (RED)

**ATTACHMENT B**
**MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023**

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	4
Rape	2	4
Robbery	14	62
Aggravated Assault	12	81
Aggravated Assault on Operator	0	1
Battery	19	141
Battery Rail Operator	1	1
Sex Offenses	4	14
<b>SUB-TOTAL</b>	<b>52</b>	<b>308</b>
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	12	92
Bike Theft	1	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	28
<b>SUB-TOTAL</b>	<b>13</b>	<b>124</b>
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	2	3
Narcotics	16	22
Trespassing	10	58
<b>SUB-TOTAL</b>	<b>28</b>	<b>83</b>
<b>TOTAL</b>	<b>93</b>	<b>515</b>

ARRESTS		
AGENCY	LAPD	FYTD
Felony	13	78
Misdemeanor	40	157
<b>TOTAL **</b>	<b>53</b>	<b>235</b>

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	11	95
Vehicle Code Citations	0	78
<b>TOTAL</b>	<b>11</b>	<b>173</b>

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	19	183
Priority	176	1,234
Emergency	6	93
<b>TOTAL</b>	<b>201</b>	<b>1,510</b>

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	21%
Proactive	79%
<b>TOTAL</b>	<b>100%</b>

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	1	1	1	34
Civic Center/Grand Park	0	0	0	11
Pershing Square	5	2	2	35
7th St/Metro Ctr	8	1	0	53
Westlake/MacArthur Park	5	3	20	113
Wilshire/Vermont	9	0	1	49
Wilshire/Normandie	0	0	0	10
Vermont/Beverly	1	0	0	10
Wilshire/Western	1	0	0	18
Vermont/Santa Monica	1	0	0	18
Vermont/Sunset	1	1	2	12
Hollywood/Western	0	0	0	19
Hollywood/Vine	4	1	1	33
Hollywood/Highland	2	0	0	19
Universal City/Studio City	3	0	1	13
North Hollywood	11	4	0	61
Red Line Rail Yard	0	0	0	0
<b>Total</b>	<b>52</b>	<b>13</b>	<b>28</b>	<b>508</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	88%

LEGEND
<b>Los Angeles Police Department</b>

*\*\*Totals do not include arrests made due to an infraction.*

# C LINE (GREEN)

**ATTACHMENT B**
**MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023**

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	0	3	20
Aggravated Assault	1	1	22
Aggravated Assault on Operator	0	0	0
Battery	1	7	31
Battery Rail Operator	0	0	0
Sex Offenses	1	0	1
<b>SUB-TOTAL</b>	<b>3</b>	<b>11</b>	<b>75</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	1	1
Larceny	1	4	23
Bike Theft	0	0	2
Motor Vehicle Theft	6	1	8
Arson	0	0	0
Vandalism	0	1	12
<b>SUB-TOTAL</b>	<b>7</b>	<b>7</b>	<b>46</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	9
Narcotics	0	8	24
Trespassing	0	0	1
<b>SUB-TOTAL</b>	<b>0</b>	<b>9</b>	<b>34</b>
<b>TOTAL</b>	<b>10</b>	<b>27</b>	<b>155</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	12	44
Misdemeanor	0	21	144
<b>TOTAL**</b>	<b>0</b>	<b>33</b>	<b>188</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	9	25	243
Vehicle Code Citations	7	2	321
<b>TOTAL</b>	<b>16</b>	<b>27</b>	<b>564</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	116	953
Priority	12	51	568
Emergency	0	4	63
<b>TOTAL</b>	<b>12</b>	<b>171</b>	<b>1,584</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	15%	14%
Proactive	85%	86%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	90%
Green Line-LASD	97%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

\*\*Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	1	0	0	9
Douglas	1	1	0	7
El Segundo	0	0	0	7
Mariposa	0	0	0	4
Aviation/LAX	0	7	0	14
Hawthorne/Lennox	0	1	1	13
Crenshaw	3	0	0	16
Vermont/Athens	1	1	1	14
Harbor Fwy	0	0	0	5
Avalon	3	0	0	7
Willowbrook/Rosa Parks	2	0	3	15
Long Beach Bl	1	2	2	20
Lakewood Bl	1	1	0	4
Norwalk	1	1	2	20
<b>Total</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>155</b>

# E LINE (EXPO)

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	0
Robbery	2	0	32
Aggravated Assault	3	1	19
Aggravated Assault on Operator	0	0	0
Battery	6	1	35
Battery Rail Operator	0	0	0
Sex Offenses	1	2	6
<b>SUB-TOTAL</b>	<b>12</b>	<b>4</b>	<b>93</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	1	28
Bike Theft	0	0	3
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	0	2
<b>SUB-TOTAL</b>	<b>3</b>	<b>1</b>	<b>33</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	1	4
<b>SUB-TOTAL</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>TOTAL</b>	<b>15</b>	<b>6</b>	<b>130</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	0	13
Misdemeanor	1	2	33
<b>TOTAL**</b>	<b>2</b>	<b>2</b>	<b>46</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	2	45
Vehicle Code Citations	0	0	12
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>57</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	7	46	536
Priority	47	26	634
Emergency	5	2	64
<b>TOTAL</b>	<b>59</b>	<b>74</b>	<b>1,234</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	16%	13%
Proactive	84%	87%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	90%
Expo Line-LASD	95%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	141		1,090
Santa Monica	0	7	77
Culver City	0	0	21
<b>TOTAL</b>	<b>141</b>	<b>7</b>	<b>1,188</b>

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

\*\*Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	6
Pico	0	0	0	1
LATTC/Ortho Institute	2	0	0	4
Jefferson/USC	1	0	0	6
Expo Park/USC	0	1	0	9
Expo/Vermont	1	0	0	15
Expo/Western	2	0	0	19
Expo/Crenshaw	2	1	0	14
Farmdale	1	1	0	9
Expo/La Brea	1	0	0	3
La Cienega/Jefferson	1	0	0	6
Culver City	1	1	0	8
Palms	0	0	0	3
Westwood/Rancho Park	0	0	0	1
Expo/Sepulveda	0	0	0	3
Expo/Bundy	0	0	0	3
26th St/Bergamot	0	0	0	2
17th St/SMC	0	0	0	2
Downtown Santa Monica	3	0	1	16
Expo Line Rail Yard	0	0	0	0
<b>Total</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>130</b>

# G LINE (ORANGE)

**ATTACHMENT B**
**MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023**

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	5
Aggravated Assault	0	5
Aggravated Assault on Operator	0	0
Battery	1	10
Battery Bus Operator	1	3
Sex Offenses	0	1
<b>SUB-TOTAL</b>	<b>2</b>	<b>24</b>
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	1
Bike Theft	0	1
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	1
<b>SUB-TOTAL</b>	<b>0</b>	<b>3</b>
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	1
Narcotics	0	0
Trespassing	1	3
<b>SUB-TOTAL</b>	<b>1</b>	<b>4</b>
<b>TOTAL</b>	<b>3</b>	<b>31</b>

ARRESTS		
AGENCY	LAPD	FYTD
Felony	2	9
Misdemeanor	1	10
<b>TOTAL**</b>	<b>3</b>	<b>19</b>

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	4	164
Vehicle Code Citations	68	866
<b>TOTAL</b>	<b>72</b>	<b>1,030</b>

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	2	5
Priority	10	68
Emergency	0	4
<b>TOTAL</b>	<b>12</b>	<b>77</b>

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	17%
Proactive	83%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	91%

**LEGEND**  
**Los Angeles Police Department**

\*\*Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	1	4
Laurel Canyon	0	0	0	0
Valley College	0	0	0	0
Woodman	1	0	0	1
Van Nuys	0	0	0	3
Sepulveda	0	0	0	1
Woodley	0	0	0	2
Balboa	0	0	0	4
Reseda	0	0	0	2
Tampa	0	0	0	4
Pierce College	0	0	0	1
De Soto	0	0	0	1
Canoga	0	0	0	2
Warner Center	0	0	0	0
Sherman Way	0	0	0	2
Roscoe	0	0	0	1
Nordhoff	0	0	0	0
Chatsworth	1	0	0	2
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>30</b>

# J LINE (SILVER)

## ATTACHMENT B

### MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	1
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	1
Battery	1	0	3
Battery Bus Operator	0	0	0
Sex Offenses	0	0	1
<b>SUB-TOTAL</b>	<b>1</b>	<b>0</b>	<b>8</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	1
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	2
<b>SUB-TOTAL</b>	<b>1</b>	<b>0</b>	<b>3</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	1
Trespassing	0	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>12</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	1	2
Misdemeanor	0	1	8
<b>TOTAL**</b>	<b>0</b>	<b>2</b>	<b>10</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	9	0	164
Vehicle Code Citations	61	0	799
<b>TOTAL</b>	<b>70</b>	<b>0</b>	<b>963</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	4	38
Priority	0	6	41
Emergency	0	1	3
<b>TOTAL</b>	<b>0</b>	<b>11</b>	<b>82</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	4%
Proactive	82%	96%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	2
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	0	0	0	0
37th St/USC	0	0	0	0
Slauson	0	1	0	4
Manchester	0	0	0	1
Harbor Fwy	0	0	0	2
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	1	0	0	3
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	83%
Silver Line- LASD	85%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

\*\*Totals do not include arrests made due to an infraction.



# K LINE

**ATTACHMENT B**
**MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023**

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	1	0	1
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
<b>SUB-TOTAL</b>	<b>1</b>	<b>0</b>	<b>3</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	1
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>4</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	0
Misdemeanor	0	0	4
<b>TOTAL**</b>	<b>0</b>	<b>0</b>	<b>4</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	0	6
Vehicle Code Citations	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>6</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	26	144
Priority	6	10	61
Emergency	0	1	2
<b>TOTAL</b>	<b>6</b>	<b>37</b>	<b>207</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	21%
Proactive	82%	79%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Expo / Crenshaw	0	0	0	0
Martin Luther King Jr Station	0	0	0	2
Leimert Park Station	0	0	0	0
Hyde Park Station	1	0	0	1
Fairview Heights Station	0	0	0	0
Downtown Inglewood Station	0	0	0	0
Westchester / Veterans Station	0	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
K Line - LAPD	90%
K Line - LASD	96%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

\*\*Totals do not include arrests made due to an infraction.

# L LINE (GOLD)

## ATTACHMENT B

### MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	14
Aggravated Assault	1	1	16
Aggravated Assault on Operator	0	0	1
Battery	3	1	22
Battery Rail Operator	0	0	0
Sex Offenses	0	0	6
<b>SUB-TOTAL</b>	<b>4</b>	<b>2</b>	<b>59</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	1	15
Bike Theft	0	0	3
Motor Vehicle Theft	0	0	1
Arson	0	0	1
Vandalism	0	1	11
<b>SUB-TOTAL</b>	<b>0</b>	<b>2</b>	<b>31</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	7
Narcotics	0	7	12
Trespassing	0	1	20
<b>SUB-TOTAL</b>	<b>0</b>	<b>8</b>	<b>39</b>
<b>TOTAL</b>	<b>4</b>	<b>12</b>	<b>129</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	2	45
Misdemeanor	1	42	350
<b>TOTAL**</b>	<b>2</b>	<b>44</b>	<b>395</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	61	429
Vehicle Code Citations	2	0	20
<b>TOTAL</b>	<b>3</b>	<b>61</b>	<b>449</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	5	126	1,248
Priority	22	69	817
Emergency	2	5	101
<b>TOTAL</b>	<b>29</b>	<b>200</b>	<b>2,166</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	8%
Proactive	79%	92%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	1	0	2	14
Azusa Downtown	0	0	0	17
Irwindale	0	0	0	6
Duarte/City of Hope	0	0	0	5
Monrovia	0	0	2	6
Arcadia	0	1	1	10
Sierra Madre Villa	1	1	1	9
Allen	0	0	0	2
Lake	0	0	2	14
Memorial Park	0	0	0	3
Del Mar	0	0	0	1
Fillmore	0	0	0	7
South Pasadena	0	0	0	2
Highland Park	0	0	0	3
Southwest Museum	2	0	0	4
Heritage Square	0	0	0	0
Lincoln/Cypress	0	0	0	2
Chinatown	0	0	0	3
Union Station	2	0	0	8
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	0	0	2
Mariachi Plaza	0	0	0	2
Soto	0	0	0	2
Indiana (both LAPD & LASD)	0	0	0	5
Maravilla	0	0	0	0
East LA Civic Ctr	0	0	0	0
Atlantic	0	0	0	2
<b>Total</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>129</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	87%
Gold Line-LASD	99%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	0	0	1
Arcadia Station	0	3	28
Irwindale	0	8	97
Monrovia	0	4	21
City of Pasadena	0	1	88
Magnolia Ave	0	0	0
Duarte Station	0	2	24
City Of Azusa	0	5	54
South Pasadena	0	1	41
City Of East LA	0	2	63
Figueroa St	0	0	8
<b>TOTAL GOAL= 10</b>	<b>0</b>	<b>26</b>	<b>425</b>

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

\*\*Totals do not include arrests made due to an infraction.

# BUS PATROL

**ATTACHMENT B**
**MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023**

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	4	4	50
Aggravated Assault	6	3	81
Aggravated Assault on Operator	1	0	19
Battery	19	8	204
Battery Bus Operator	3	1	72
Sex Offenses	6	0	23
<b>SUB-TOTAL</b>	<b>39</b>	<b>16</b>	<b>449</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	8	2	79
Bike Theft	2	0	4
Motor Vehicle Theft	0	0	2
Arson	0	0	1
Vandalism	7	1	50
<b>SUB-TOTAL</b>	<b>17</b>	<b>3</b>	<b>137</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	3	1	23
Narcotics	1	11	81
Trespassing	2	0	9
<b>SUB-TOTAL</b>	<b>6</b>	<b>12</b>	<b>113</b>
<b>TOTAL</b>	<b>62</b>	<b>31</b>	<b>699</b>

LASD's Crimes per Sector		
Sector		FYTD
Westside	5	25
San Fernando	0	6
San Gabriel Valley	5	34
Gateway Cities	7	107
South Bay	14	114
<b>Total</b>	<b>31</b>	<b>286</b>

LAPD's Crimes per Sector		
Sector		FYTD
<b>Valley Bureau</b>		
Van Nuys	4	18
West Valley	3	13
North Hollywood	2	11
Foothill	0	3
Devonshire	0	4
Mission	0	5
Topanga	1	5
<b>Central Bureau</b>		
Central	7	68
Rampart	4	26
Hollenbeck	1	5
Northeast	1	7
Newton	5	33
<b>West Bureau</b>		
Hollywood	4	25
Wilshire	4	17
West LA	1	13
Pacific	0	7
Olympic	11	43
<b>Southwest Bureau</b>		
Southwest	6	46
Harbor	0	5
77th Street	5	43
Southeast	3	15
<b>Total</b>	<b>62</b>	<b>412</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	10	18	165
Misdemeanor	10	81	742
<b>TOTAL**</b>	<b>20</b>	<b>99</b>	<b>907</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	5	96	889
Vehicle Code Citations	4	42	358
<b>TOTAL</b>	<b>9</b>	<b>138</b>	<b>1,247</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	5	187	1,152
Priority	3	116	1,003
Emergency	1	5	92
<b>TOTAL</b>	<b>9</b>	<b>308</b>	<b>2,247</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	4%
Proactive	80%	96%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	89%
LASD BUS	96%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

\*\*Totals do not include arrests made due to an infraction.

# UNION STATION

## ATTACHMENT B

### MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	1	1
Robbery	0	4
Aggravated Assault	1	22
Aggravated Assault on Operator	0	0
Battery	9	88
Battery Rail Operator	0	0
Sex Offenses	2	9
<b>SUB-TOTAL</b>	<b>13</b>	<b>124</b>
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	4
Larceny	3	26
Bike Theft	0	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	12
<b>SUB-TOTAL</b>	<b>4</b>	<b>45</b>
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	1	2
Narcotics	0	0
Trespassing	2	23
<b>SUB-TOTAL</b>	<b>3</b>	<b>25</b>
<b>TOTAL</b>	<b>20</b>	<b>194</b>

ARRESTS		
AGENCY	LAPD	FYTD
Felony	3	29
Misdemeanor	13	90
<b>TOTAL**</b>	<b>16</b>	<b>119</b>

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	5	42
Vehicle Code Citations	0	7
<b>TOTAL</b>	<b>5</b>	<b>49</b>

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	10	76
Priority	43	372
Emergency	4	32
<b>TOTAL</b>	<b>57</b>	<b>480</b>

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	17%
Proactive	83%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	90%

LEGEND
Los Angeles Police Department

\*\*Totals do not include arrests made due to an infraction.

# 7TH & METRO STATION

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - FEBRUARY 2023

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	7
Aggravated Assault	3	7
Aggravated Assault on Operator	0	0
Battery	0	14
Battery Rail Operator	0	0
Sex Offenses	0	0
<b>SUB-TOTAL</b>	<b>4</b>	<b>28</b>
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	1	2
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	0
<b>SUB-TOTAL</b>	<b>1</b>	<b>2</b>
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	4
<b>SUB-TOTAL</b>	<b>0</b>	<b>4</b>
<b>TOTAL</b>	<b>5</b>	<b>34</b>

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	2
Misdemeanor	0	8
<b>TOTAL**</b>	<b>0</b>	<b>10</b>

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	8
Vehicle Code Citations	0	5
<b>TOTAL</b>	<b>0</b>	<b>13</b>

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	0	3
Priority	5	24
Emergency	0	2
<b>TOTAL</b>	<b>5</b>	<b>29</b>

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	18%
Proactive	82%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT AT 7TH & METRO STATION	
LOCATION	LAPD
7th & Metro Station	88%

LEGEND
Los Angeles Police Department

\*\*Totals do not include arrests made due to an infraction.

# Transit Police

## Monthly Crime Report



Attachment C

	2023	2022	%
	February	February	Change
<b>CRIMES AGAINST PERSONS</b>			
Homicide	0	0	0.0%
Rape	3	1	200.0%
Robbery	36	30	20.0%
Aggravated Assault	39	27	44.4%
Aggravated Assault on Operator	1	4	-75.0%
Battery	83	77	7.8%
Battery on Operator	6	9	-33.3%
Sex Offenses	16	7	128.6%
<b>SUB-TOTAL</b>	<b>184</b>	<b>155</b>	<b>18.7%</b>
<b>CRIMES AGAINST PROPERTY</b>			
Burglary	1	1	0.0%
Larceny	39	47	-17.0%
Bike Theft	3	4	-25.0%
Motor Vehicle Theft	7	1	600.0%
Arson	0	1	-100.0%
Vandalism	12	39	-69.2%
<b>SUB-TOTAL</b>	<b>62</b>	<b>93</b>	<b>-33.3%</b>
<b>CRIMES AGAINST SOCIETY</b>			
Weapons	12	5	140.0%
Narcotics	50	5	900.0%
Trespassing	17	10	70.0%
<b>SUB-TOTAL</b>	<b>79</b>	<b>20</b>	<b>295.0%</b>
<b>TOTAL</b>	<b>325</b>	<b>268</b>	<b>21.3%</b>
<b>ENFORCEMENT EFFORTS</b>			
Arrests	314	120	161.7%
Citations	485	783	-38.1%
Calls for Service	1,455	1,473	-1.2%



## SYSTEM SECURITY & LAW ENFORCEMENT

### MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

FEBRUARY 2023

Attachment D

#### Crimes

##### Monthly

System-Wide	Feb-22	Feb-23	% Change
Crimes Against Persons	155	184	18.71%
Crimes Against Property	93	62	-33.33%
Crimes Against Society	20	79	295.00%
Total	268	325	21.27%

##### Six Months

System-Wide	Sep-21-Feb-22	Sep-22-Feb-23	% Change
Crimes Against Persons	944	977	3.50%
Crimes Against Property	429	353	-17.72%
Crimes Against Society	117	276	135.90%
Total	1,490	1,606	7.79%

##### Annual

System-Wide	Mar-21-Feb-22	Mar-22-Feb-23	% Change
Crimes Against Persons	1,755	1,985	13.11%
Crimes Against Property	825	833	0.97%
Crimes Against Society	271	449	65.68%
Total	2,851	3,267	14.59%

#### Average Emergency Response Times

##### Monthly

Feb-22	Feb-23	% Change
4:35	5:38	22.91%

##### Six Months

Sep-21-Feb-22	Sep-22-Feb-23	% Change
4:50	5:29	13.45%

##### Annual

Mar-21-Feb-22	Mar-22-Feb-23	% Change
4:35	5:35	21.82%

#### Bus Operator Assaults

##### Monthly

Feb-22	Feb-23	% Change
13	7	-46.15%

##### Six Months

Sep-21-Feb-22	Sep-22-Feb-23	% Change
86	66	-23.26%

##### Annual

Mar-21-Feb-22	Mar-22-Feb-23	% Change
132	152	15.15%

#### Ridership

##### Monthly

Feb-22	Feb-23	% Change
18,714,368	21,047,072	12.46%

##### Six Months

Sep-21-Feb-22	Sep-22-Feb-23	% Change
126,178,542	131,392,911	4.13%

##### Annual

Mar-21-Feb-22	Mar-22-Feb-23	% Change
238,009,282	260,053,640	9.26%

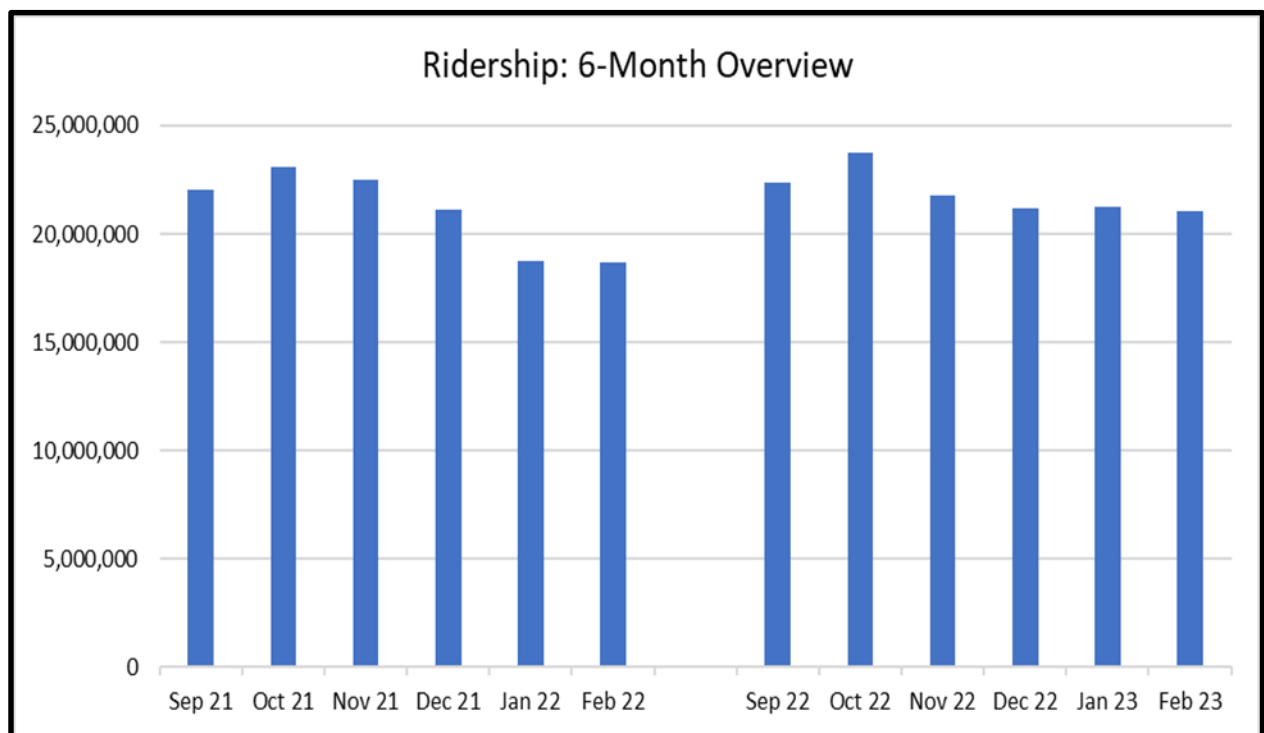
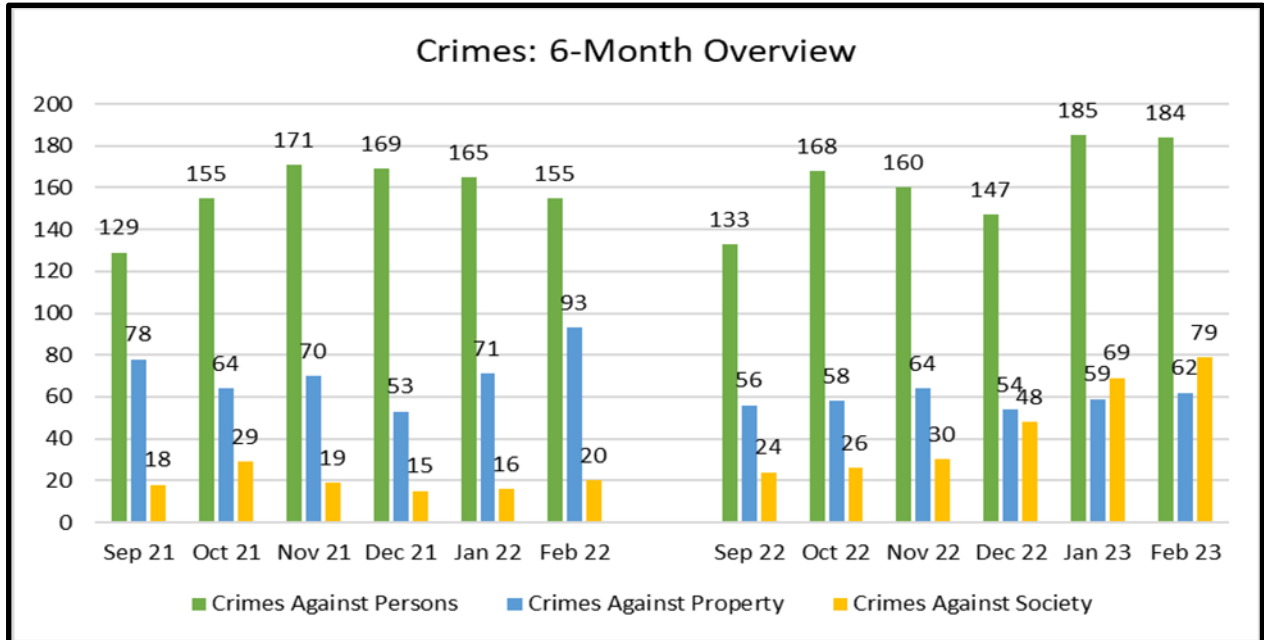


# SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

FEBRUARY 2023

Attachment D







SYSTEM SECURITY & LAW ENFORCEMENT

Attachment E

Violent and Property Crimes  
February 2023

<b>VIOLENT CRIMES</b>	<b>2/01/2023 TO 2/28/2023</b>	<b>1/01/2023 TO 1/31/2023</b>	<b>% Change</b>	<b>1/01/2023 TO 1/31/2023</b>	<b>12/01/2022 TO 12/31/2022</b>	<b>% Change</b>	<b>1/01/2023 TO 2/28/2023</b>	<b>1/01/2019 TO 2/28/2019</b>	<b>% Change</b>	<b>1/01/2023 TO 2/28/2023</b>	<b>1/01/2018 TO 2/28/2018</b>	<b>% Change</b>
Homicide	0	1	-100.0%	1	0	N/A	1	0	N/A	1	0	N/A
Rape	3	0	N/A	0	1	-100.0%	3	2	50.0%	3	3	0.0%
Robbery	36	28	28.6%	28	31	-9.7%	64	69	-7.2%	64	50	28.0%
Aggravated Assault	39	43	-9.3%	43	29	48.3%	82	47	74.5%	82	30	173.3%
Aggravated Assault on Operator	1	1	0.0%	1	3	-66.7%	2	1	100.0%	2	0	N/A
<b>TOTAL VIOLENT</b>	<b>79</b>	<b>73</b>	<b>8.2%</b>	<b>73</b>	<b>64</b>	<b>14.1%</b>	<b>152</b>	<b>119</b>	<b>27.7%</b>	<b>152</b>	<b>83</b>	<b>83.1%</b>
<b>PROPERTY CRIMES</b>												
	<b>2/01/2023 TO 2/28/2023</b>	<b>1/01/2023 TO 1/31/2023</b>	<b>% Change</b>	<b>1/01/2023 TO 1/31/2023</b>	<b>12/01/2022 TO 12/31/2022</b>	<b>% Change</b>	<b>1/01/2023 TO 2/28/2023</b>	<b>1/01/2019 TO 2/28/2019</b>	<b>% Change</b>	<b>1/01/2023 TO 2/28/2023</b>	<b>1/01/2018 TO 2/28/2018</b>	<b>% Change</b>
Burglary	1	2	-50.0%	2	1	100.0%	3	1	200.0%	3	2	50.0%
Larceny	39	40	-2.5%	40	36	11.1%	79	162	-51.2%	79	109	-27.5%
Bike Theft	3	0	N/A	0	1	-100.0%	3	14	-78.6%	3	9	-66.7%
Motor Vehicle Theft	7	2	250.0%	2	1	100.0%	9	5	80.0%	9	4	125.0%
<b>TOTAL PROPERTY</b>	<b>50</b>	<b>44</b>	<b>13.6%</b>	<b>44</b>	<b>39</b>	<b>12.8%</b>	<b>94</b>	<b>182</b>	<b>-48.4%</b>	<b>94</b>	<b>124</b>	<b>-24.2%</b>
<b>TOTAL PART 1</b>	<b>129</b>	<b>117</b>	<b>10.3%</b>	<b>117</b>	<b>103</b>	<b>13.6%</b>	<b>246</b>	<b>301</b>	<b>-18.3%</b>	<b>246</b>	<b>207</b>	<b>18.8%</b>

This table summarizes Violent Crimes and Property Crimes, which make up Part 1 Crimes.



**System Security & Law Enforcement**  
Los Angeles Police Department Transit Services Division

ATTACHMENT F

Arrest Demographics  
02/01/2023 - 02/28/2023

RAIL / STATION	MALE					FEMALE				TOTAL
	BLK	HISP	WHI	ASIAN	TOTAL	BLK	WHI	HISP	TOTAL	
<b>RED LINE</b>	<b>35</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>53</b>
WESTLAKE MACARTHUR PARK	20	4	1	0	25	0	1	0	1	26
NORTH HOLLYWOOD	4	0	1	0	5	0	0	0	0	5
PERSHING SQUARE	2	2	0	0	4	1	0	0	1	5
WILSHIRE / VERMONT	1	1	0	0	2	1	0	0	1	3
VERMONT / BEVERLY	1	1	1	0	3	0	0	0	0	3
HOLLYWOOD / HIGHLAND	1	0	1	0	2	0	0	0	0	2
VERMONT /SUNSET	1	0	1	0	2	0	0	0	0	2
7TH & METRO CENTER	1	0	0	0	1	1	0	0	1	2
HOLLYWOOD / WESTERN	1	1	0	0	2	0	0	0	0	2
UNIV CITY / STUDIO CITY	1	0	0	0	1	0	0	0	0	1
CIVIC CENTER / GRAND PARK	1	0	0	0	1	0	0	0	0	1
VERMONT / SUNSET	1	0	0	0	1	0	0	0	0	1
<b>BRT</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>
<b>CENTRAL BUREAU</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>
<b>WEST BUREAU</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>VALLEY BUREAU</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>SOUTH BUREAU</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>UNION STATION</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>16</b>
<b>ORANGE LINE</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
<b>NORTH HOLLYWOOD</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>CANOGA</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>EXPO LINE</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>EXPO / WESTERN</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>7TH &amp; METRO CENTER</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>GOLD LINE</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>SOTO</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>HIGHLAND PARK</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>TOTAL</b>	<b>52</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>96</b>
<b>% of TOTAL</b>	<b>54.2%</b>	<b>21.9%</b>	<b>12.5%</b>	<b>1.0%</b>	<b>89.6%</b>	<b>6.3%</b>	<b>2.1%</b>	<b>2.1%</b>	<b>10.4%</b>	<b>100.0%</b>

Los Angeles Sheriff's Department - Transit Services Bureau

Arrestee Information for the Month of February 2023

02/01/2023 - 02/28/2023

Premise	Female				Total Female	Male				Total Male	Total Arrests
	Black	Hispanic	Other	White		Black	Hispanic	Other	White		
A-Line - Del Amo	0	0	0	0	0	1	2	0	1	4	4
A-Line - Artesia	1	0	0	1	2	1	5	0	0	6	8
A-Line - Compton	0	0	0	0	0	1	0	0	0	1	1
A-Line - Willowbrook	0	2	0	0	2	4	11	0	2	17	19
A-Line - Firestone	0	0	0	0	0	0	1	0	0	1	1
A-Line - Florence	0	0	0	0	0	0	2	0	0	2	2
A-Line - Slauson	0	0	0	0	0	0	1	0	0	1	1
C-Line - Redondo Beach	0	0	0	0	0	1	0	0	1	2	2
C-Line - Douglas	0	0	0	0	0	0	1	0	0	1	1
C-Line - El Segundo	0	0	0	0	0	0	0	0	0	0	0
C-Line - Mariposa	0	0	0	0	0	0	0	0	0	0	0
C-Line - Hawthorne	0	0	0	0	0	0	1	0	0	1	1
C-Line - Crenshaw	0	0	0	0	0	0	0	0	0	0	0
C-Line - Vermont	0	0	0	0	0	1	0	0	0	1	1
C-Line - Willowbrook	2	0	0	0	2	0	7	0	0	7	9
C-Line - Long Beach	2	0	0	0	2	3	5	0	2	10	12
C-Line - Lakewood	0	0	0	0	0	1	0	0	0	1	1
C-Line - Norwalk	1	0	0	0	1	3	2	0	0	5	6
E-Line - Culver City	0	0	0	0	0	0	0	0	0	0	0
E-Line - 26th/Bergamot	0	0	0	0	0	0	0	0	0	0	0
E-Line - 17th/SMC	0	0	0	0	0	0	0	0	0	0	0
E-Line - Downtown Santa Monica	1	0	0	0	1	0	0	0	1	1	2
K-Line - Western/Veterans	0	0	0	0	0	0	0	0	0	0	0
K-Line - Downtown Inglewood	0	0	0	0	0	0	0	0	0	0	0
K-Line - Fairview Heights	0	0	0	0	0	0	0	0	0	0	0
L-Line - Atlantic	0	0	0	0	0	0	0	0	0	0	0
L-Line - East LA Civic Center	0	0	0	0	0	0	0	0	0	0	0
L-Line - Maravilla	0	0	0	0	0	0	0	0	0	0	0
L-Line - Indiana	0	0	0	0	0	0	0	0	0	0	0
L-Line - South Pasadena	0	0	0	0	0	0	0	0	0	0	0
L-Line - Fillmore	0	0	0	0	0	0	0	0	0	0	0
L-Line - Del Mar	0	0	0	1	1	0	0	0	0	0	1
L-Line - Memorial Park	0	0	0	0	0	0	0	0	0	0	0
L-Line - Lake	0	2	0	1	3	3	4	0	3	10	13
L-Line - Allen	0	0	0	0	0	1	0	0	0	1	1

Los Angeles Sheriff's Department - Transit Services Bureau

Arrestee Information for the Month of February 2023

02/01/2023 - 02/28/2023

Premise	Female				Total Female	Male				Total Male	Total Arrest
	Black	Hispanic	Other	White		Black	Hispanic	Other	White		
L-Line - Sierra Madre Villa	2	1	0	0	3	1	3	0	4	8	11
L-Line - Arcadia	0	0	0	0	0	0	1	0	4	5	5
L-Line - Monrovia	0	0	0	1	1	0	2	0	1	3	4
L-Line - Duarte	0	0	0	0	0	0	0	0	0	0	0
L-Line - Irwindale	0	0	0	0	0	0	0	0	1	1	1
L-Line - Azusa Downtown	0	1	0	0	1	0	2	0	0	2	3
L-Line - APU/Citrus College	1	0	0	1	2	1	0	0	2	3	5
J-Line - Carson	0	0	0	0	0	0	0	0	0	0	0
J-Line - El Monte	0	0	0	0	0	0	1	1	0	2	2
Bus	4	12	0	3	19	31	35	3	11	80	99
Total	14	18	0	8	40	53	86	4	33	176	216

Long Beach Police Department - Metro Transportation Detail  
Arrestee Demographic Stats - February 2023  
02/01/2023 - 02/28/2023

Rail / Station	Arr/Cite	Gender	Ethnicity	Age	Unhoused	Total
A-Line 1st Street	Arr	M	H	28	No	1
A-Line Downtown Long Beach	Arr	M	H	25	Yes	1
<b>Total</b>						<b>2</b>

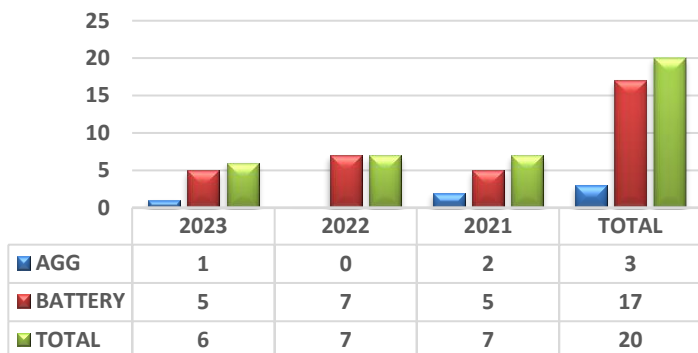


# Los Angeles Police Department - Transit Services Division Monthly Bus / Rail Operator Assault Recap Report

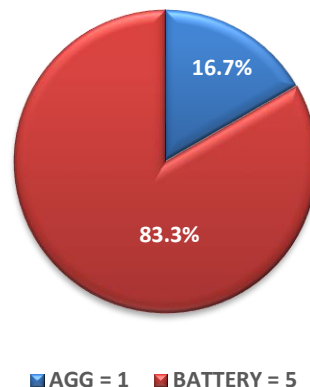
## FEBRUARY 2023



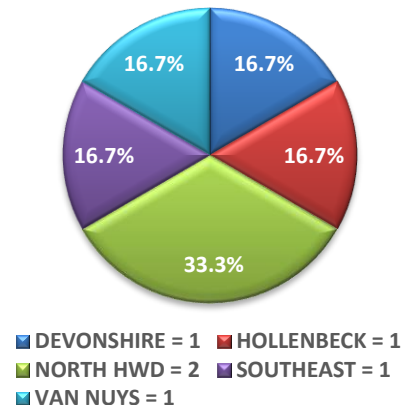
Crimes Against Persons  
Month of February 2023, 2022 & 2021  
Comparison



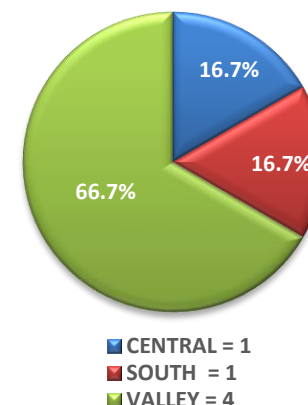
Type of Crime  
Month of February 2023



LAPD Area  
Month of February 2023



LAPD Bureau  
Month of February 2023



DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
02/04/23 @ 0625 HRS	Bus Line # 233 Bus # 8776 Ventura & Van Nuys Blvd	<p><b>BATTERY</b> Suspect was observed urinating at the rear of the bus. Victim arrived at the last stop and observed suspect sleeping. Victim approached suspect and advised it was the last stop and he had to exit bus. Suspect became agitated and moved toward the front of the bus. Suspect exited bus but quickly reentered bus. Fearful, victim placed the barrier between herself and suspect. Suspect spat towards victim but missed contact with victim due to barrier. Suspect exited bus and fled location.</p> <p><b>NO INJURIES.</b> Barrier made contact with victim's leg. <b>NO ARREST</b></p>	M/H 25 YOA	Unkn Unkn	Yes
02/06/23 @ 0730 HRS	Bus Line # 251 Bus # 8646 Mission & Marengo	<p><b>AGG ASSAULT</b> Victim stopped and boarded patrons. Victim observed suspect stop behind bus. Suspect exited vehicle, entered the front entrance of the bus and stated, "b....., don't cut me off again." Suspect then sprayed victim with an unknown chemical substance. Victim felt immediate burning sensation on her eyes. Suspect entered his vehicle and fled location. Victim and Witness (bus patron) advised suspect exited a 4-door gray vehicle, NFI.</p> <p><b>INJURIES:</b> Red eyes and burning sensation. Rescue Ambulance (RA) responded to the location and provided victim saline solution to wash off the chemical substance. <b>NO ARREST</b></p>	M/B 25 YOA	Unkn Unkn	No

Monthly Bus / Rail Operator Assaults Recap Report

February 2023

Page 2

Attachment G

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
02/07/23 @ 1600 HRS	Bus Line # 120 Bus # 4154 Figueroa & Imperial Hwy	<b>BATTERY</b> Suspect entered bus and became irate for unknown reason. Suspect began to berate victim. Suspect then reached around the barrier and attempted to strike victim with an unknown object. Suspect's arm hit the barrier causing the object to slip from his hand and hit the bus windshield causing the windshield to crack. Suspect then attempted to hit victim with his hand. Suspect gathered his belongs and exited bus. <b>NO INJURIES. NO ARREST</b>	M/B 30 YOA	Unkn Unkn	Yes
02/10/23 @ 1600 HRS	Bus Line # 162 Bus # 1776 Cumpston & Lankershim Parking Lot	<b>BATTERY</b> Victim parked bus and proceed to restroom via parking lot. Suspect approached victim holding a bicycle. Suspect stopped in front of victim and placed the kickstand down. Suspect turned towards victim and deliberately spat on victim's face. Nearby witnesses yelled out, "what you do that for?! Suspect said he was sorry and that it was his sinuses. <b>INJURIES:</b> Spit on face, requested to see company doctor. <b>NO ARREST</b>	M/B 55 YOA	Unkn Unkn	N/A
02/11/23 @ 1525 HRS	Bus Line # 92 Bus # 3979 Lankershim & Chandler	<b>BATTERY</b> Victim drove past suspect standing on the road way. Victim realized suspect wanted to enter bus and slowed down. Suspect threw an unknown item at the bus, so victim continued driving. On the return trip suspect entered bus from the rear, approached victim (seated in the driver's seat) and stated, "What's up fat boy, why did you pass me?" Suspect then back hand slapped victim's head, exited bus and walked away. <b>INJURIES:</b> Red marks on right ear lobe. Victim refused RA. Victim was too nervous to continue. <b>NO ARREST</b>	M/H 20 YOA	Unkn Unkn	Unkn
02/13/23 @ 0700 HRS	Orange Line Chatsworth Station Bus Line # 901 Bus # 19532	<b>BATTERY</b> Suspect yelled and caused a disturbance for most of the bus route. Victim notified her supervisor and advised of suspects behavior. Victim arrived at her last stop and advised suspect to exit bus. Suspect approached victim and attempted to take victim's jacket from the driver's seat. Victim told suspect to leave her property along and exit bus. Suspect refused. Victim became fearful and attempted to quickly exited bus. Suspect stood in front of victim's face and confronted victim. Suspect then punched victim's face with a closed fist. Victim exited bus and kept her distance. Suspect continued to loiter throughout the bus stop platform. Victim's supervisor (awaiting victim to arrive to the location) observed suspect punch victim's face. Officers arrived and detained suspect. Suspect displayed signs of being under the influence of narcotics and was transported to the hospital via RA. Suspect was later cited and Released from Custody (RFC). <b>NO INJURIES REPORTED: ARRESTED / RFC.</b>	F/B 37 YOA	Unkn Unkn	N/A



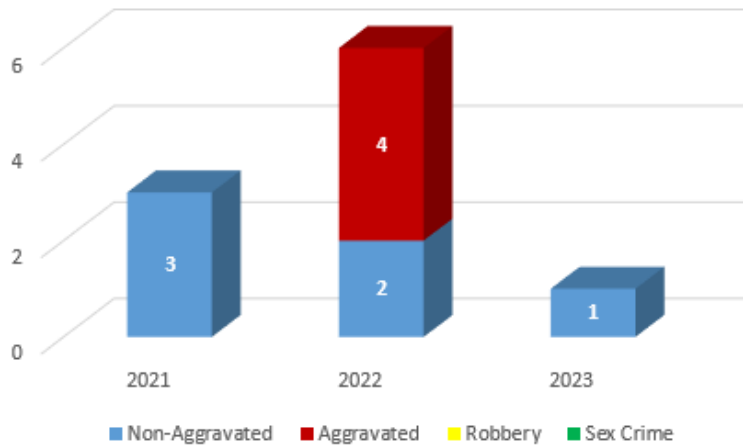
# Monthly Bus/Rail Operator Assault Report



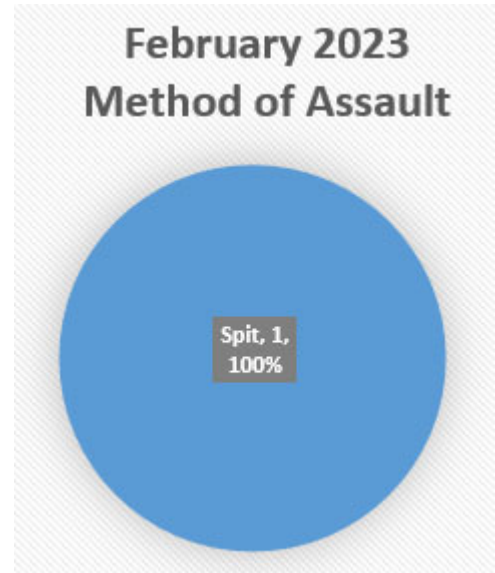
**February 2023**

## February Bus/Rail Operator Assaults

February 2021 - 2023 Assaults



February 2023 Method of Assault



In February, there was one non-aggravated assault. There was no arrest.

Date	Time	Line	Bus #	Narrative	Barrier
2/11/2023	18:50	55	6081	LA 2/11 1850hrs Sus FB/40s spit on bus op over not stopping bus	Yes

\*B (NU): Barrier installed, not used; N/A (o): Not applicable, assault occurred outside of barrier





## System Security & Law Enforcement

Attachment H

### Sexual Crime / Harassment Calls for Service February 2023

Calls related to sexual harassment are routed through Metro Transit Security Operations Center, which then transfers the caller to a free 24/7 hotline — Peace Over Violence, Center for the Pacific Asian Family Inc., and Sister Family Services — that can provide more directed counseling. Between February 1<sup>st</sup> and February 28<sup>th</sup>, Metro Transit Security, LAPD, LASD, and LBPD received eleven (11) incidents and referred all victims of sexual harassment to the above free hotlines.

<b>February 2023 Incident Type &amp; Totals</b>					
	<b>LAPD</b>	<b>LASD</b>	<b>LBPD</b>	<b>MTS</b>	<b>SSLE</b>
<b>Sexual Harassment</b>	0	0	0	0	0
<b>Sexual Battery</b>	4	3	0	0	7
<b>Lewd Conduct</b>	3	0	0	0	3
<b>Indecent Exposure</b>	1	0	0	0	1
<b>TOTAL</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>

<b>Counseling Information Provided</b>	
	<b>February 2023</b>
<b>YES</b>	<b>11</b>
<b>NO- If no, why?</b>	<b>0</b>
<b>Gone On Arrival</b>	0
<b>Did Not Have Info</b>	0
<b>Telephonic Report</b>	0
<b>Not Offered</b>	0
<b>Refused</b>	0
<b>Officer Witnessed Incident</b>	0
<b>TOTAL</b>	<b>11</b>



## System Security & Law Enforcement

Attachment H

Metro Partner	Call Type	Incident (Date/ Time)	Location of Occurrence	Disposition	LE/ MTS/ Other on Scene (Date/Time)
LAPD	Indecent Exposure	2/2/23 0030 hrs.	Red (Union)	Suspect exposed his penis to victim.	2/2/23 0045 hrs.
LAPD	Sexual Battery	2/3/23 1605 hrs.	Green (Avalon)	Suspect groped the victim's buttocks while on stairs.	2/3/2023 1620hrs.
LAPD	Sexual Battery	2/7/2023 1800 hrs.	Bus	Suspect groped the victim's buttocks .	2/7/23 1800
LAPD	Lewd Conduct	2/9/2023 1035 hrs.	Red (North Hollywood)	Suspect exposed his erect penis and masterbated in front of victim.	2/10/23 1245
LAPD	Sexual Battery	2/15/23 1037 hrs.	Red (Wilshire/Vermont)	Suspect groped the victim's buttocks .	2/15/23 1055 hrs.
LAPD	Lewd Conduct	2/20/23 2015 hrs.	K Line(MLK)	Suspect exposed his erect penis and masterbated in front of victim.	2/20/23 2028 hrs.
LASD	Sexual Battery	2/22/23 1422hrs	Culver City	MW suspect touched victim's buttocks. Victim went home and reported the crime.	2/22/23 1731hrs
LAPD	Lewd Conduct	2/18/23 1300 hrs.	Red (Hollywood/Highland)	Suspect exposed his erect penis and masterbated in front of victim.	2/23/23 0800
LAPD	Sexual Battery	2/23/23 0935 hrs.	d(Trian 520 Vermont/Santa Monica)	Suspect hit victim on her buttocks.	2/23/23 0952 hrs.
LASD	Sexual Battery	2/28/23 1520hrs	D/T Santa Monica	MB suspect bothering and hugging juvenile victim.	2/28/23 1601hrs
LASD	Sexual Battery	2/28/23 1700hrs	Willowbrook C-Line	MH suspect arrest for grabbing victim's buttocks on platform.	2/28/2023 1711hrs



# Metro

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

## Board Report

**File #:** 2023-0226, **File Type:** Motion / Motion Response

**Agenda Number:** 36.1

### REGULAR BOARD MEETING MARCH 23, 2023

#### Motion by:

#### **DIRECTORS NAJARIAN, BARGER, SOLIS, BUTTS, DUTRA, AND HORVATH**

#### Motion Related to Item 36 Monthly Update on Public Safety

Since the pandemic began in March 2020, overall crime has risen on our system. While bus ridership has almost recovered to pre-pandemic levels, it has plummeted on our rail system hovering at just under 50% with some lines at an anemic 30%. When analyzing crime data by rail line and bus lines, reported crime has risen exponentially on the B/D (Red/Purple) lines. Most troubling on these lines is the meteoric rise in reported crimes against society, such as illicit drug use and sales including on our plazas, rail platforms and ancillary areas. If we are to make our system safe for all our customers and bring back riders, we must improve our ability to address these issues and ensure our riders feel safe.

Over the past several years, Metro has implemented several non-law enforcement initiatives to reimagine public safety and security on our system. From deploying Homeless Outreach Teams and Transit Ambassadors to connect people using the system with appropriate information, to implementing design-driven interventions to address persistent illicit activity on our system and infrastructure. All these initiatives demonstrate Metro's commitment to the safety of Metro riders and employees.

Most recently, Metro launched the 30-day pilot Drug-Free Metro Campaign along the B/D lines. Staff has reported that there have already been measurable improvements along the system and therefore the customer experience. In the pilot's second week, Metro observed a 21 percent decrease in Transit Watch Reports related to incidents of smoking, alcohol consumption, and drug use. By week three there was an additional 50 percent reduction in the reported activity. Moreover, the Drug-Free Metro Campaign has resulted in a 10 percent decrease in the total number of customer complaints across the system during the 4-week surge period. As a first step, we should extend this pilot.

However, to address this crisis comprehensively and allocate resources where they are most needed, it is critical that we identify those rail stations most acutely impacted by crime "hot spots" and deploy transit Security Officers (TSOs), our Ambassadors, who will take appropriate actions, including our Respect the Ride program, and work with the Drug-Free Metro Campaign team and explore working with homeless supportive services and substance abuse intervention organizations.

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Moreover, as an agency we should evaluate environmental design and Infrastructure interventions for our bus stops, stations, including platforms, plazas, and ancillary areas, that improve safety and the overall customer experience.

**SUBJECT: MOTION RELATED TO ITEM 36 MONTHLY UPDATE ON PUBLIC SAFETY**

**RECOMMENDATION**

APPROVE Motion by Directors Najarian, Barger, Solis, Butts, Dutra, and Horvath that the Board direct the CEO to:

- A. Extend the pilot Drug-Free Metro Campaign on the B/D lines an additional 90 days;
- B. Deploy TSOs and Ambassadors to B/D station "hot spots" most acutely impacted by the increase in reported crime and take appropriate actions including applying the code of conduct and Respect the Ride program, as well as working with the Substance Abuse/Safety Campaign;
- C. Coordinate with the Los Angeles County Departments of Public Health and Mental Health to make substance abuse prevention and treatment resources available to the riding public as part of the pilot campaign;
- D. Evaluate current staffing to determine if additional internal resources should be allocated to supplement the pilot campaign and expand our TSO and Ambassador programs;
- E. Report back monthly with observations and outcomes of the above actions beginning in April 2023; and
- F. Report back in 90 days on environmental design and infrastructure intervention options for our bus stops, stations, including platforms, plazas, and ancillary areas, that improve safety and the overall customer experience.

**DUPONT-WALKER AMENDMENT:**

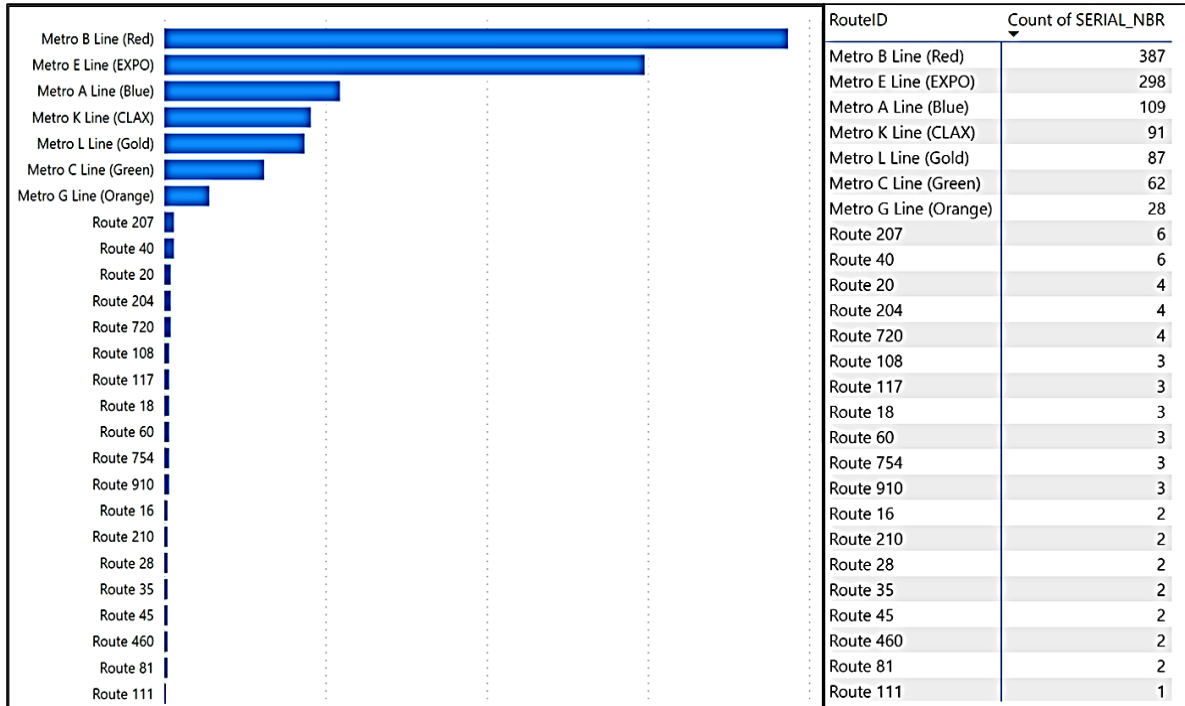
WE FURTHER DIRECT THE CEO TO:

Report back in 90 days with a status update on the specific environmental interventions being implemented at Westlake/MacArthur Park station including the installation of "paddle style" fare gates. Report on how upgraded fares gate infrastructure can be scaled to include additional B and D Line stations.

**BUTTS AMENDMENT:** Include in the monthly report back: deployment information that includes the number of boardings that are accomplished by ambassadors and contract services; provide information about the time people spend on the system; juxtaposed against the number of hours that are spent on people in cars, we need to know the breakdown of where law enforcement resources are deployed.

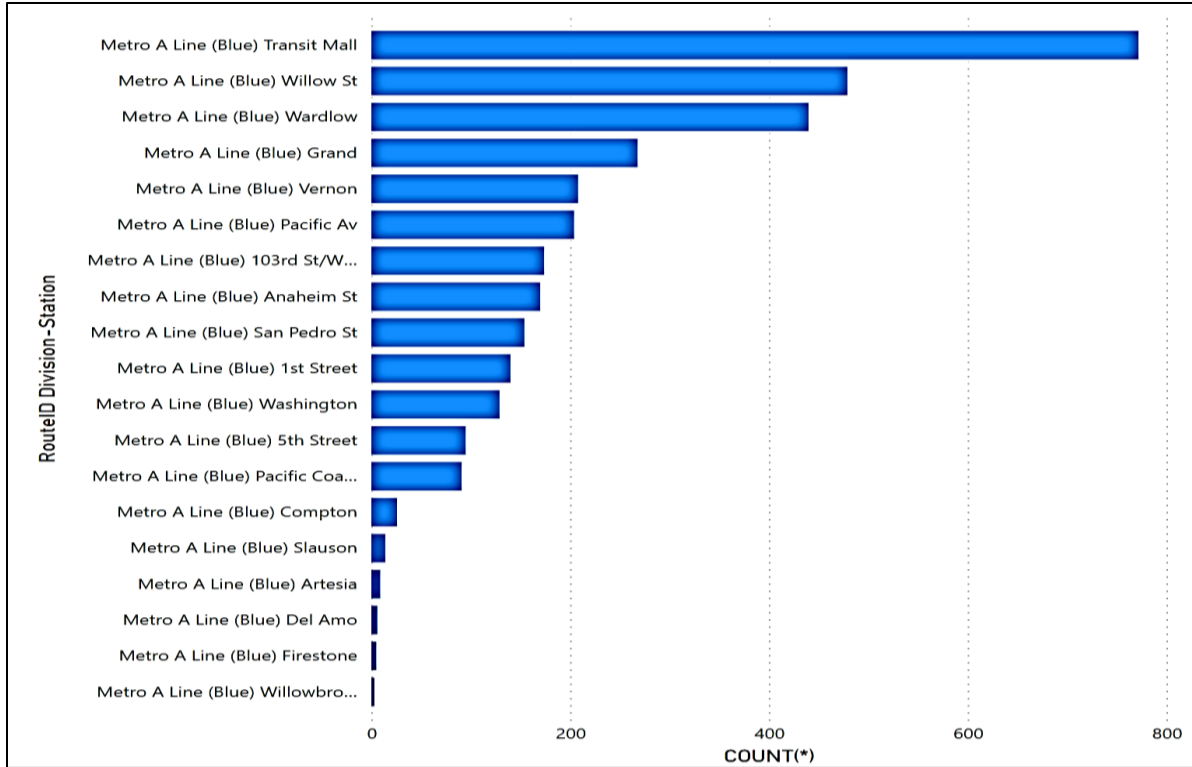
*Number of Individual Badge Taps on the System*

The following chart captures the top 25 locations individual officers are leveraging TAP to enter or board the system.

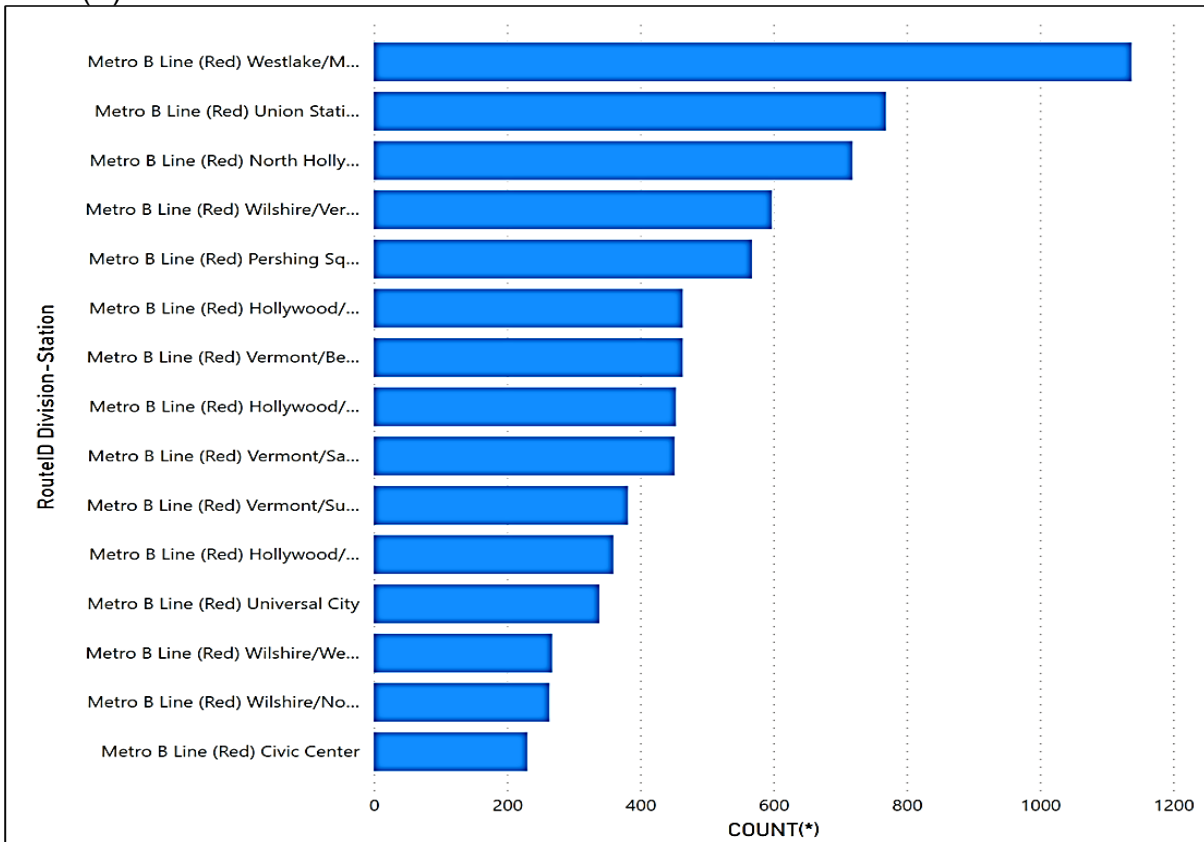


*Total Number of Taps by Line/Route*

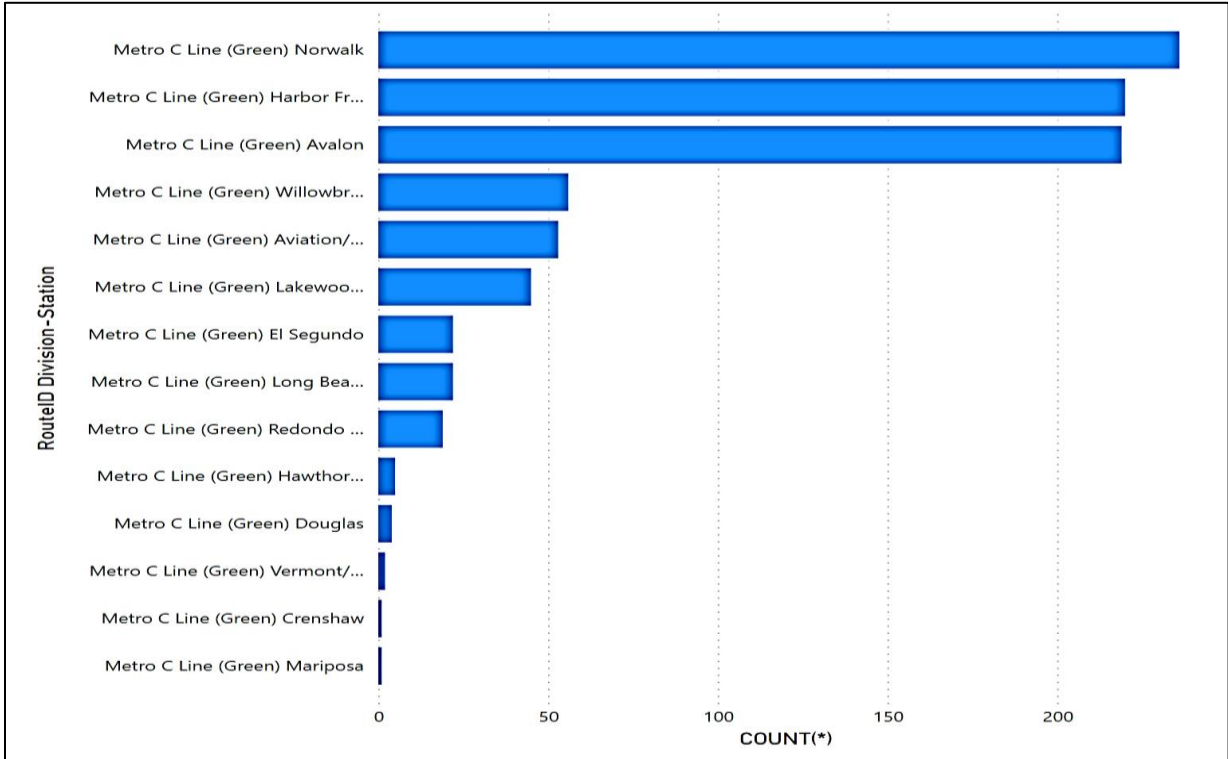
BLUE (A) LINE



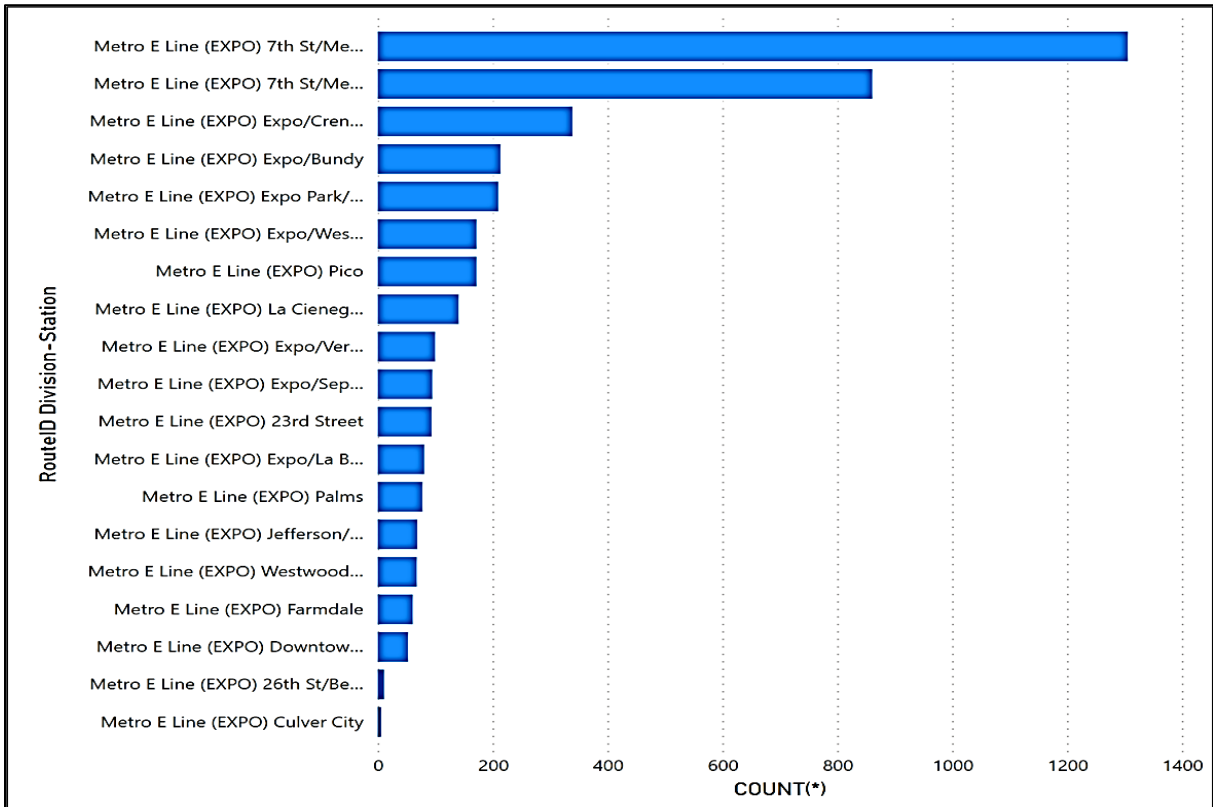
RED (B) LINE



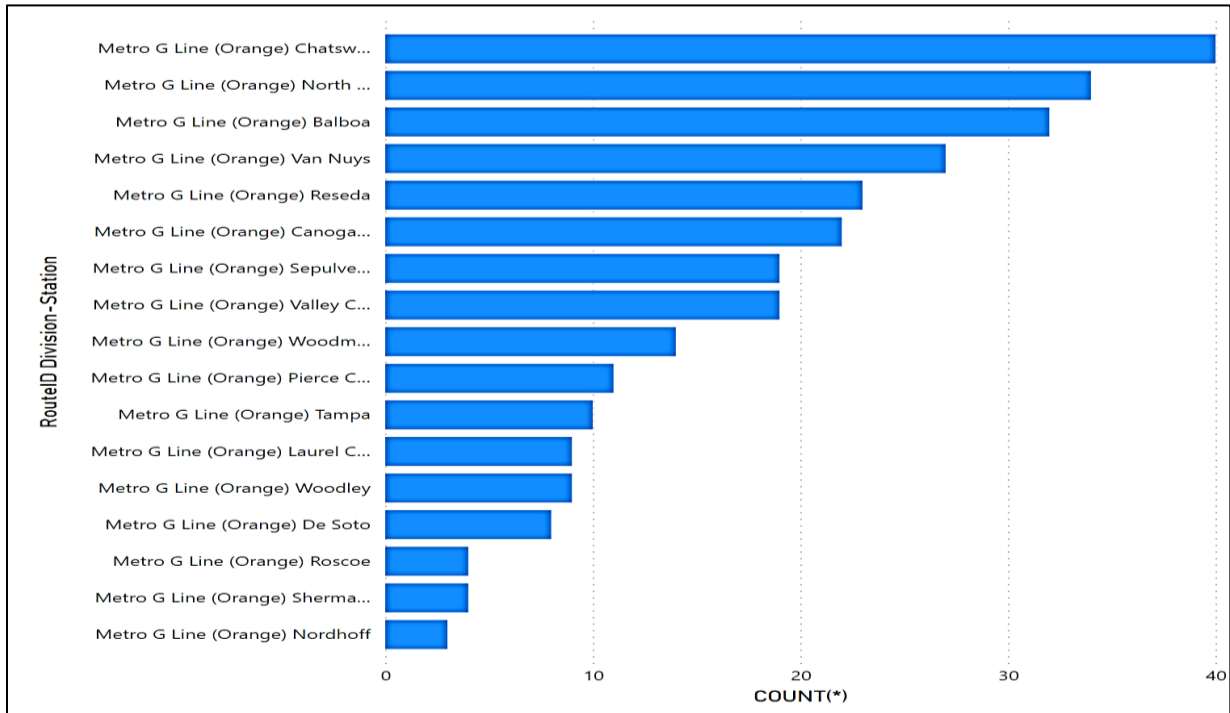
### GREEN (C) LINE



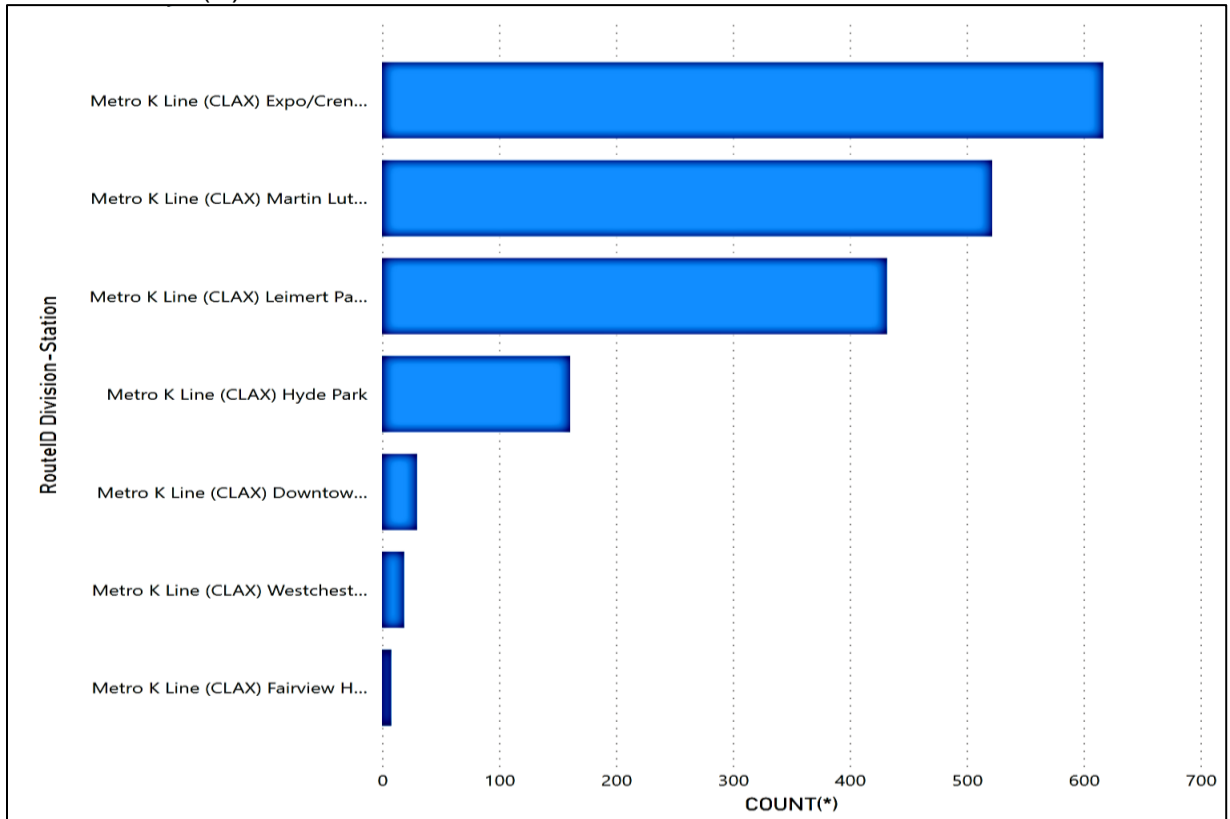
### EXPO (E) LINE



### ORANGE (G) LINE

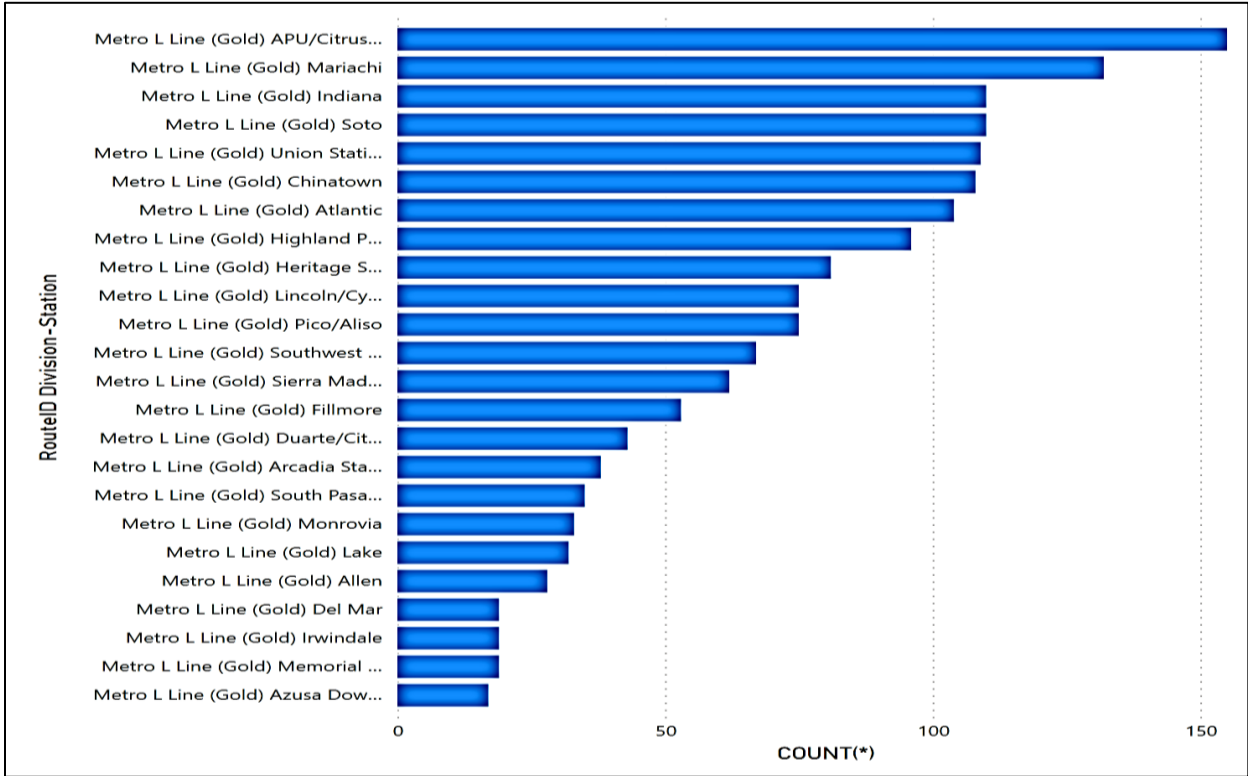


### CRENSHAW (K) LINE

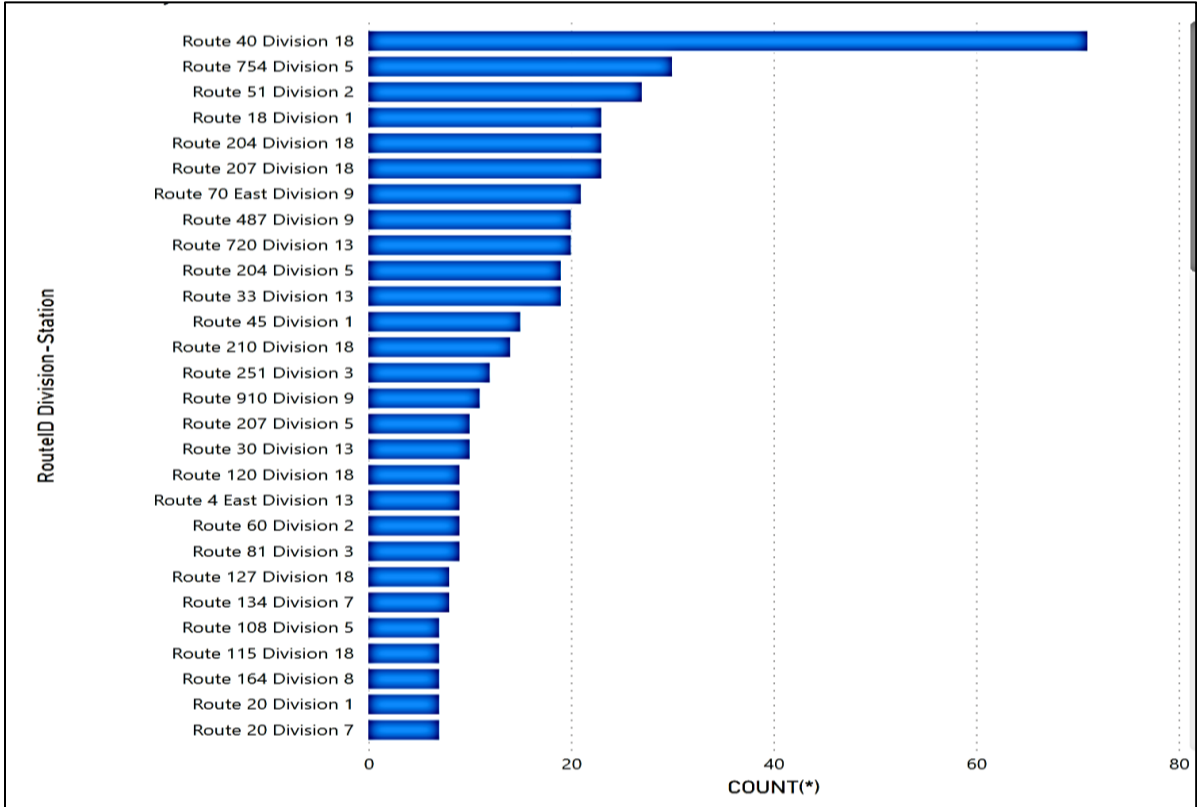


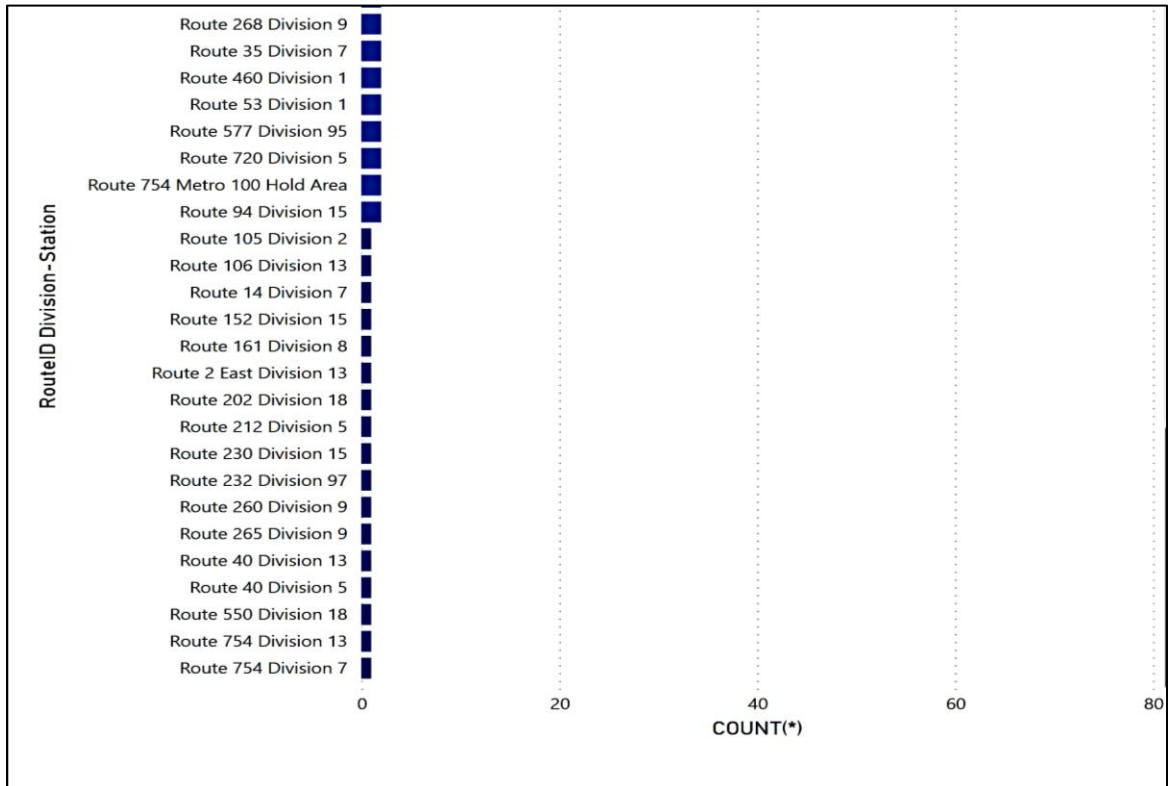
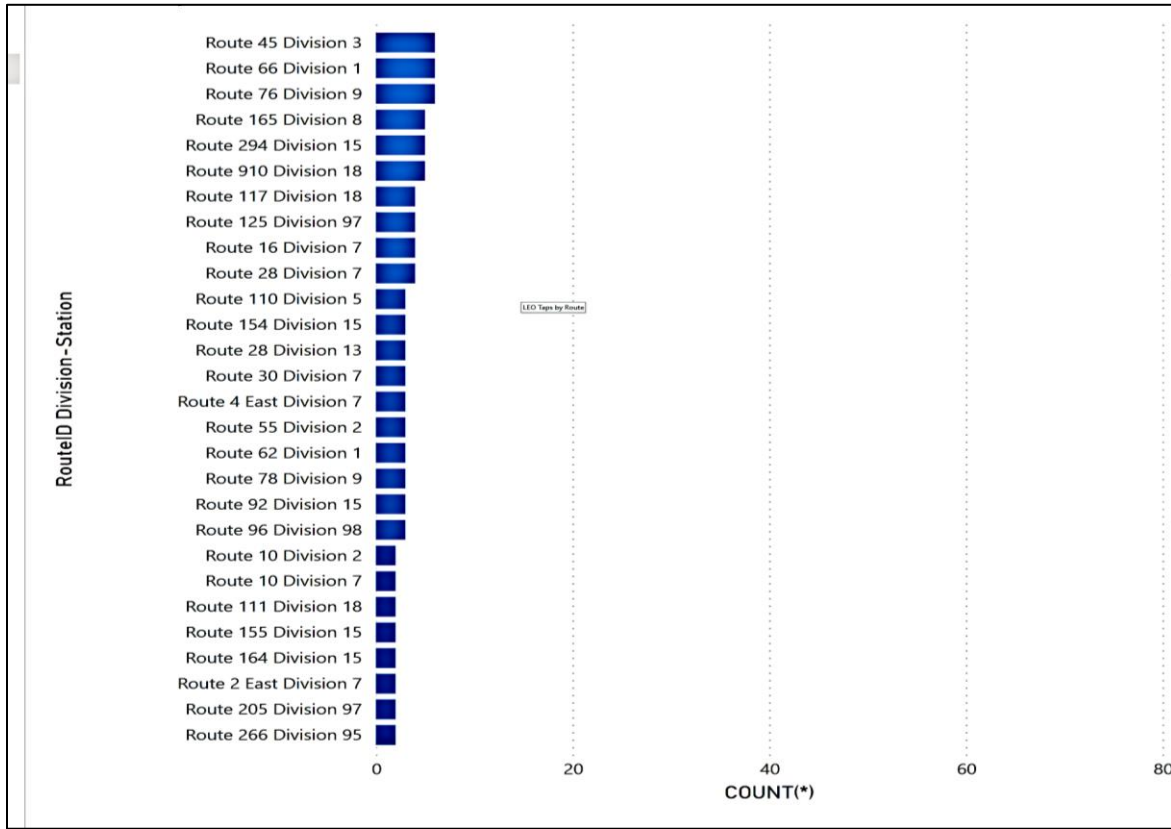


### GOLD (L) LINE



### BUS SYSTEM



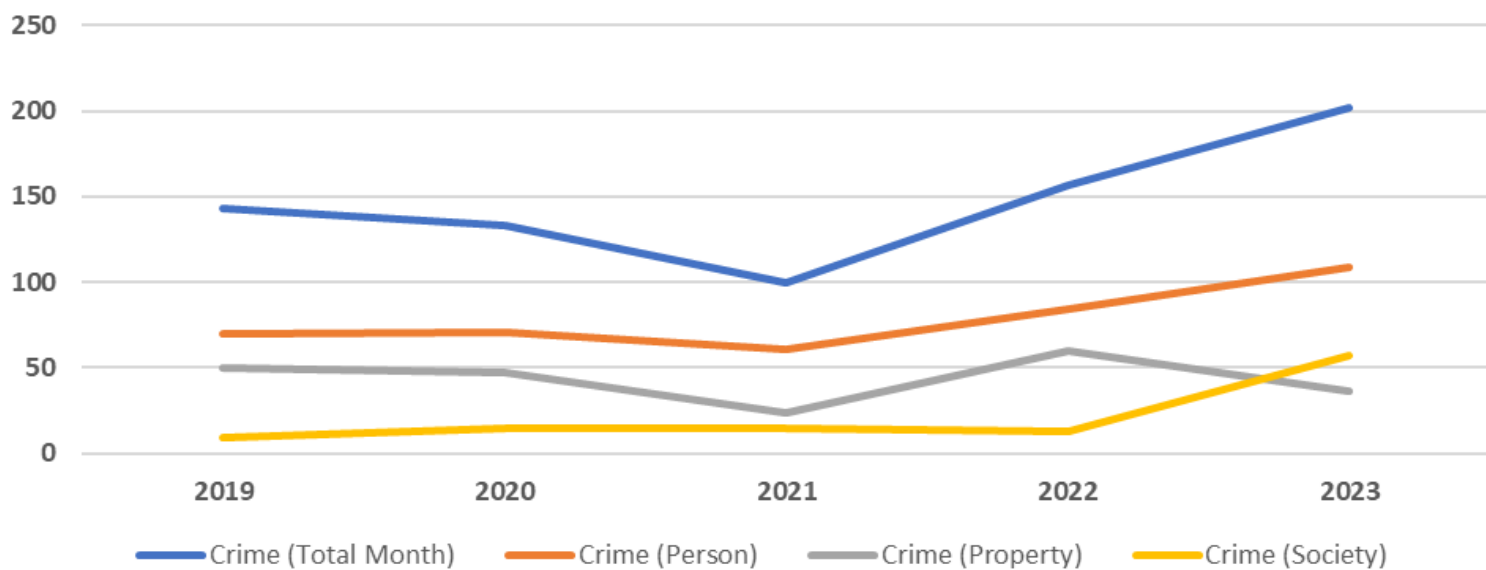


# Monthly Public Safety Update

Gina Osborn  
Chief Safety Officer

# February 2023 Crime Stats (Rail)

Rail Overall Crime February Year Over Year Comparison

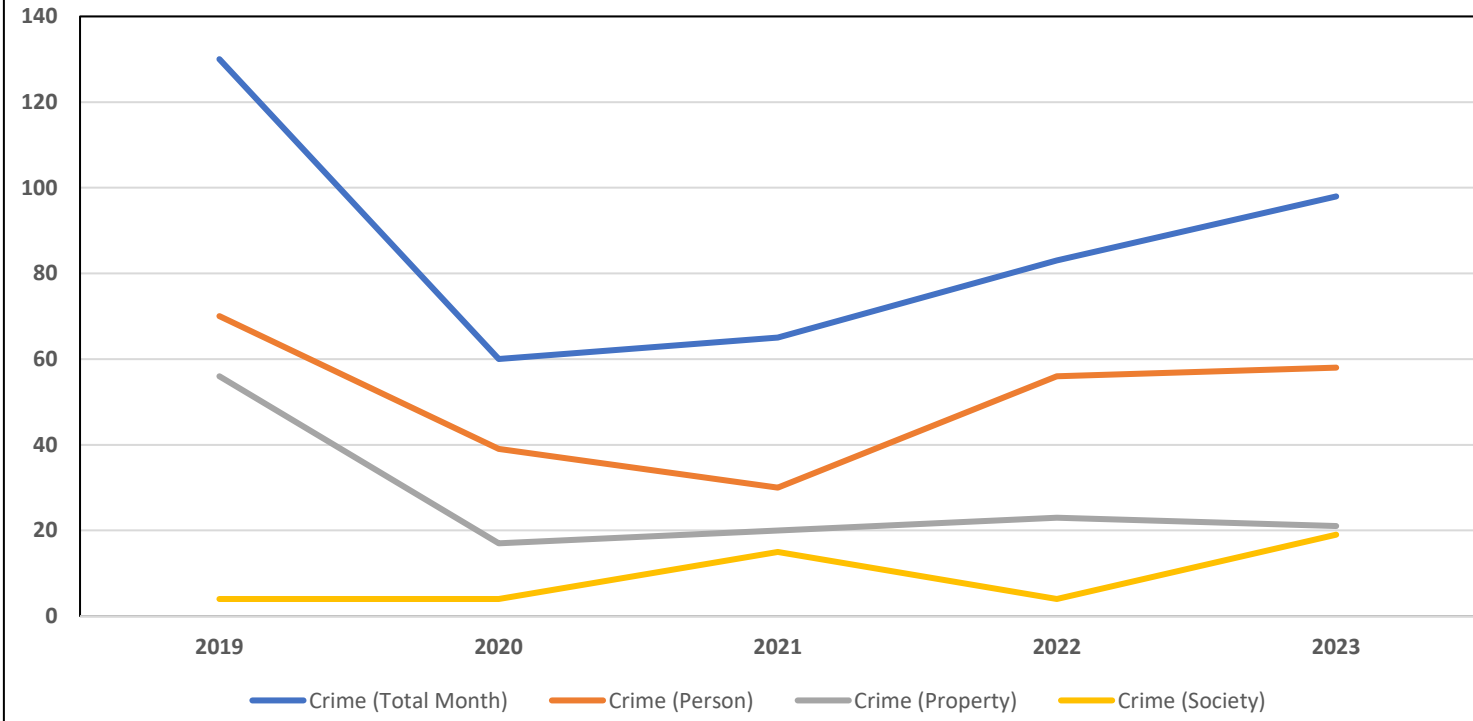


Rail Statistics (February)	2019 (February)	2020 (February)	2021 (February)	2022 (February)	2023 (February)
Crime (Total Month)	143	133	100	157	202
Crime (Person)	70	71	61	84	109
Crime (Property)	50	47	24	60	36
Crime (Society)	9	15	15	13	57

- Overall incidents of crime on the rail system increased by 29% (157 vs 202) when compared to February 2022.
- Part 1 crimes (violent crimes/property crimes) increased on the rail system by 19% compared to February 2022. The largest factor for the increase was aggravated assaults, which rose 53% (17 vs 26) compared to the previous year.
- Part 2 crimes increased by 37% (83 vs 114) when compared to February 2022. Narcotic incidents accounted for 33% (38 of 114) of the total.

# February 2023 Crime Stats (Bus)

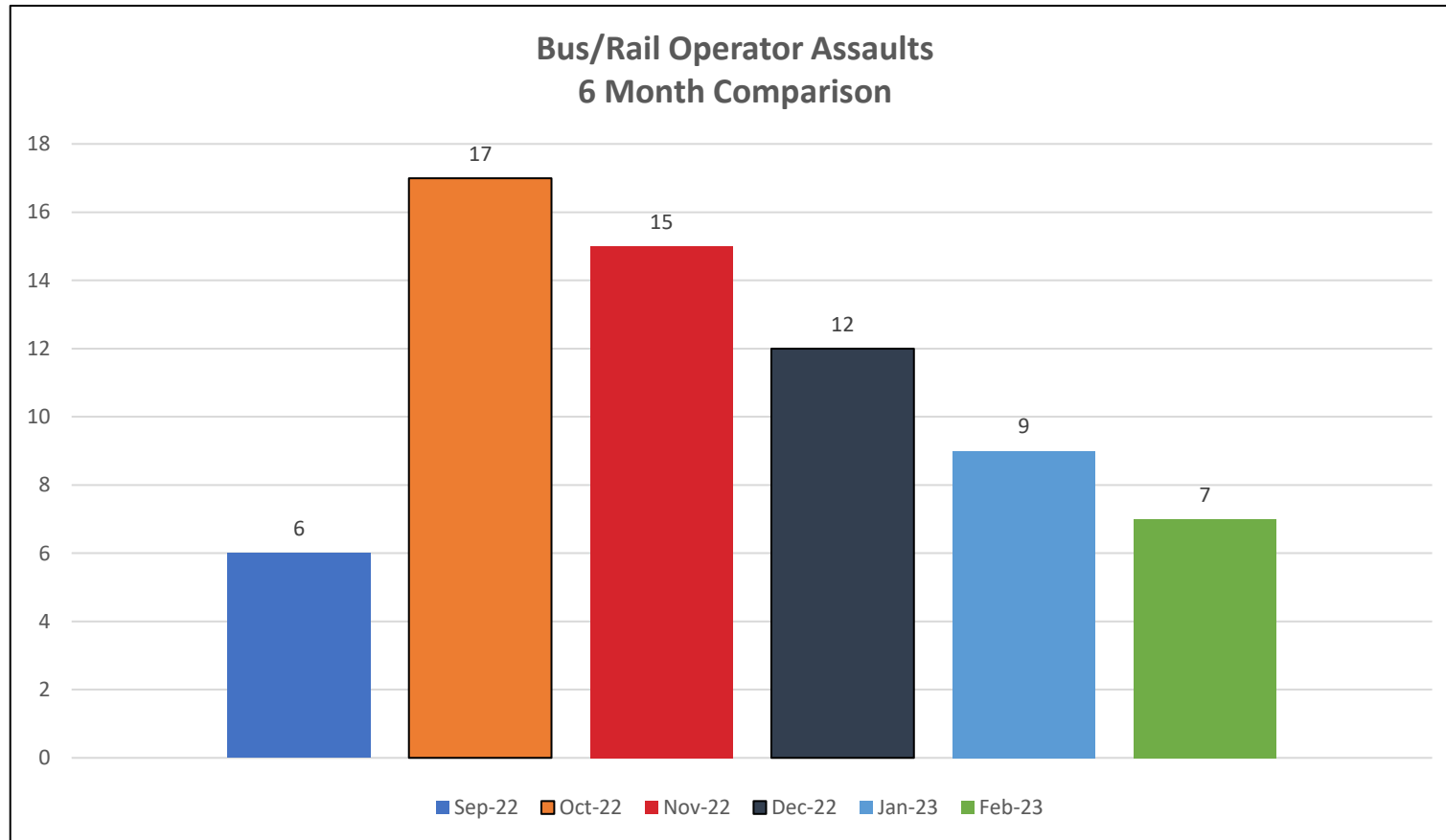
Bus Overall Crime February Year Over Year Comparison



Bus Statistics (February)	2019 (February)	2020 (February)	2021 (February)	2022 (February)	2023 (February)
Crime (Total Month)	130	60	65	83	98
Crime (person)	70	39	30	56	58
Crime (Property)	56	17	20	23	21
Crime (Society)	4	4	15	4	19

- Overall crime on the bus system during February 2023 increased by 18% (83 vs 98) when compared to February 2022.
- Part 1 crimes decreased on the bus system by 11% (35 vs 31) compared to February 2022. However, property crime decreased by 9% (23 vs 21).
- Part 2 crimes showed an increase of 39.5% (48 vs 67) compared to February 2022.
- The largest contributor to the increase was a surge in narcotic related crimes.

# February 2023 Bus/Rail Operator Assaults



- Bus/Rail operator assaults decreased by 22% (9 vs 7) when compared to January 2023 and decreased by 46 % when compared to February of the previous year.
- Bus/Rail operator assaults have declined since October 2022 when 17 incidents occurred. Since then, operator assaults have decreased 58%.

# Drug-Free Campaign Update

- The Pilot Drug-Free Metro Campaign on the Red and Purple Lines was extended for 90 days.
- Results during reporting period of 2/13/2023-4/10/2023:
  - 7% decrease in overall Customer Complaints of drug use to our call center
  - 15% reduction in Transit Watch reporting on drug-related issues.
  - 224 citations and 110 warnings issued by Metro Transit Security Officers.
  - Law enforcement conducted over 280 drug-related arrests.

# Metro Ambassadors Update

## SUPPORT

**295** Metro Ambassadors riding and roving on:

- **Rail:** K Line, L Line (Gold), B Line (Red), D Line (Purple), A Line (Blue), C Line (Green)
- **Bus:** Lines 20, Line 720, Line 40, Line 210, J Line (Silver)
- Effective Monday 4/17/23, Metro Ambassadors are certified and equipped to carry and administer Naloxone (Narcan).

## CONNECT

Conducted **41,942** customer interactions\*

\*Reporting period: 3/3/2023 – 3/30/2023

## REPORT

- 753 cleanliness issues
- 426 elevator and escalator problems
- 192 safety issues
- 182 graffiti incidents

## STAFF UPDATE: 349 Ambassadors!

- 13 complete training 4/29
- 32 begin field training on Friday





Metro

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

## Board Report

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**File #:** 2023-0276, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
APRIL 27, 2023**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held March 23, 2023.

**March 2023 EMC & OPS Public Comment – Item 23**

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 1:32 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 1:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 3:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 4:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 6:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 6:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 7:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 7:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 9:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 10:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 9, 2023 10:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:19 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I take the 4 bus and red line regularly. I want MTA money to be spent on making a more robust service and making public transportation an inviting place for everyone. Police do not and HAVE NOT done this. Please consider this proposal.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:06 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:06 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:51 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 11:29 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 11:30 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please make adjustments to this abomination of a contract with the overfunded and inept LAPD, and really start keeping folks safe.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 11:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 11:53 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 12:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 1:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 1:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 1:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 1:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 1:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 2:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

The police do not create safety, they create intimidation and compliance.  
I hope that you take the time to consider all other options and solutions outside of the over-policing that I witness as a rider on the Metro.

Every person in LA deserves to feel safe when taking public transit, not just the few.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:28 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

This is a matter of importance to me, particularly as Metro expands in LA.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:32 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Members of my family have turned from Metro and prefer cars having seen the dirty cars and some threatening passengers. The transit ambassadors and better infrastructure would have us all returning to Metro.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:37 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Ambassadors are a great solution!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

A positive approach, motivated by the desire to help people using public transit, will do more to create a positive experience for ALL riders than an enforcement approach, with its climate of confrontation.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I just moved to Los Angeles from Vancouver Canada and initially I was excited to get to know the city through public transit. I was disappointed after experiencing many cancelled buses and the lack of clean metro stations and trains.

I simply do not see how more policing can improve my or other people's experiences taking transit. Improving station and train conditions and increasing bus service is what I'm hoping to see.

If there is more investment in improving infrastructure, I'd be excited to take more public transit. Because I miss it and don't want to be driving.

Thanks for reading!

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

The cry for "more police" is a reactionary and emotional act; when dealing in public policy, we need practical solutions. Instead of "enforcing" rules, lets the experience of riding metro safer, more affordable, and easier. Driving even 5 miles in los angeles traffic, you'll find that it is not something anyone wants to do, but something people feel they must do. Make public transportation more inviting by spending money on tangible outcomes, not a mirage of security clothed in police uniforms.

Safe, free, accessible public transportation is the only way to "move" forward; in a world suffering the effects of climate change, the days of individual consumerist car culture are numbered. Let's face the future with group unity, not individual fears.

Sincerely,

[REDACTED]

**From**

**Sent:** Friday, March 10, 2023 3:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a daily LA Metro commuter on both buses and trains, it's very important that LA Metro invests in transit ambassadors rather than police officers. The vast majority of the security issues: like mental illness, homeless, cleanness, and broken things; the first line of defense should be the transit ambassadors and not the police officers. Police officers should only be used for the few urgent reasons that they would be needed (just like how a SWAT officer should only be used for the few urgent reasons that they should be needed).

Thank you for your time.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 3:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:06 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am living car-free and use the Metro a lot at all times of the night and day. An approach of care towards fellow citizens and of welcoming, humanizes us all and de-escalates. Police in LA is not known for de-escalating. I have much more trust in a care-first approach.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

When there is a police presence on trains I ride (infrequent event), the officers are talking and joking among themselves—a complete waste of money. Transit ambassadors are more effective at a fraction the cost. Stations are dirty and many trains are disgustingly filthy. Each County Supervisor should be required to ride Metro buses and/or trains for a week to understand the experience of public transit riders. Metro trains are a disgrace; much poorer countries operate clean, safe urban train systems. There is no excuse for the present substandard state of affairs.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:08 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

De-escalation programs, access to housing, and quick access to mental health support would be a much better investment.

I would also recommend using some of the fund to provide masks and hand sanitizer access at transit areas and encourage masking as part of transit etiquette so that the immunocompromised can start using transit again and regain some form of normalcy. I am not requesting a mandate, but rather a massive campaign to encourage vigilance and compassion for those who have weaker immune system. Everyone deserves access to Metro.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We stand with the BIPOC transit riders who are disproportionately over-policed on Metro. We call on Metro reimagine safety in public transit without Police.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a homeowner in Los Angeles and rely on the Gold Line for my commute. I wholeheartedly support the transit ambassador program and believe funds should be directed toward more programs like that and away from police on the Metro. Thank you!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I support ACT-LA's call for care-first safety approaches. I don't believe that more police are a solution. As a matter of fact, my 17 year old daughter was sexually harrassed by a police officer while riding the Metro. Let's invest in making Metro the transportation of choice for more of us by investing in expanding metro routes, more frequent trains, last-mile connecting transportation, safe bicycle parking, fare-free travel and unarmed traffic ambassadors.

Thank you

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Increased policing is intimidating and, based on LAPD's record, puts non-white youth at high risk for death. Make targeting problems at specific locations with solutions with non-lethal consequences a priority.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 4:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:**

[REDACTED] nne Munitz

**Sent:** Friday, March 10, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

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Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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[REDACTED] rath

**Sent:** Friday, March 10, 2023 5:26 PM

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**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I regularly use public buses, particularly the 2 and 4 lines, and as a 61-year-old woman I often feel taking public transit means engaging in urban defense. I have other options but many people don't and in my experience the main issues are cleanliness and safety, even above faster service. In addition, many bus stops have no covers and can be brutally hot in the summer or cold and wet in the winter (at least this winter). Starting with the busiest bus stops, all stops should have some type of shelter including thinking about sun shields. Thank you.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More policing will not make the Metro safe. There are more effective responses to commuter safety that respect people regardless of their race or income, such as the unarmed transit ambassadors program.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:30 PM

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**Sent:** Friday, March 10, 2023 5:32 PM

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**Sent:** Friday, March 10, 2023 5:34 PM

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I am a transit rider and I have personally witnessed the 'Safety' Ambassadors in person. I think it is a good idea to give the 'Safety' Ambassadors an opportunity to prove their worth but I also believe that Metro has to step up. There is a lot of trash and pollution on the trains and buses. Metro should invest in around-the-clock cleaning and maintenance.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I rode Metro regularly when I first moved to Los Angeles. If there's a better way to make it safe than Metro police, let's focus resources on that alternative.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

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Sincerely,

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**From:** [REDACTED]

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[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

My daughter is a college student and we want the Metro to be a safe and effective resource for her! Please keep investing in positive solutions and keep the Metro safe!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

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**From:** [REDACTED]

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**To:** Board Clerk <BoardClerk@metro.net>

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**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Friday, March 10, 2023 5:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Friday, March 10, 2023 5:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I do ride the Metro trains sometimes. I like the service, and the only problems I have seen have been disruptive people on the trains - I'm hoping the new ambassador program will help with that. What I don't think would help would be aggressive intervention by police. The unarmed ambassadors should be enough.

Please continue to make the Metro system safe, effective, and accessible to all! L.A. needs more public transportation!

Thank you for your time.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

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Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a relevant aside, I also strongly support LAPD's recent proposal that they not respond to many types of 911 calls, and that trained, non-armed city officials respond instead. This frees the LAPD to concentrate on more serious violent threats, and it would put officials who are actually capable of de-escalation into situations where violence isn't appropriate. Of course, this would need to be funded, and the easiest way to fund it would be to dramatically cut LAPD funding. We don't need them for everything.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:52 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

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Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 5:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Safe, accessible public transportation in a city of so many people is essential. If we are to meet our climate goals, making it more appealing and accessible is one of the only ways to make that happen.

Police don't make things safer, access to resources, infrastructure and support do.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:08 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**Fro**

**Sent:** Friday, March 10, 2023 6:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

A black rectangular redaction box covering the signature area.

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Let's make our city an example of what a city can be and achieve.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**Fro** [REDACTED]

**Sent:** Friday, March 10, 2023 6:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Absolutely believe that investing in improving the infrastructure will do more for safety than increased policing, I'm a life long resident of Los Angeles and would take the Metro more often if the infrastructure were improved - not more police added.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Providing a clean safe Metro experience will encourage more ridership and help the environment.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

What a terrible experience, the LA Metro! Filled with bums, dangerous people, drug addicts and filth. Unsafe for any female.

Other cities have coffee and sandwich shops, fun murals, good lighting. It's different in LA , not even gates to protect passengers.

I do n't take the Metro any more.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Wendy Hernandez

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:43 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More security..

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Thank you!

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 6:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I travel daily using the LA Metro system as an alternative to driving with absurdly extreme amounts of traffic all through-out SoCal. I've used the Blue Line from the start to the end of the line, including the Red & Gold lines as well. Far too many times, I've seen both LA Sheriff & local police officers, who are contracted to keep the metro rail system safe, but instead I see 6-10 officers, all ganged up, at specific metro stations in lower income locations, profiling, writing citations, and intimidating struggling, financially burdened Black & brown transit riders on station platforms. Individuals who are not disturbing or causing problems for anyone. I've yet to see similar tactics at other, more diverse income, locations. I've seen crime, theft, even violence on the actual metro train & at those other locations, with no officer in sight, or nearby to help or deter criminal opportunists. Millions of dollars are spent annually on law enforcement in the name of "safety", except I do not feel safe at all. Many do not feel metro lines are safe. Senior citizens, like my mother, do not feel safe enough to ride the metro. There must be better solutions to safety issues that exist, and if law enforcement contracts are renewed, then officers & metro leadership must do better. Show some empathy and respect. Supply ongoing free transit rides for the poor & unhoused (Not just for a week). And have a mission that focuses on issues of safety, instead of contributing to the financial hardships of those in low-income communities, already struggling. These are the reasons I've signed my name.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I take Metro downtown at least four times a month to get to restaurants I want to dine at. So far I haven't had many problems, but better infrastructure would be a great improvement.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please consider other effective alternatives. Thank you.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From**

**Sent:** Friday, March 10, 2023 7:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[Redacted signature]

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 7:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Friday, March 10, 2023 8:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I also own a car and can easily afford gas, but I try to use Metro as much as I can. More policing on Metro would discourage me from using it. If you have money to spend on Metro, please spend it on increasing the frequency of buses on routes. Currently if a bus has issues and misses a stop, it can easily be another hour before there's another bus. That makes Metro too unreliable to use for most transportation for those of us with cars.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:28 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I took the Metro from Pasadena to Long Beach transferring at Union Station on a Friday night in late December by myself.

As a 78-year female, it felt a bit sketchy. I usually drive and would like to introduce my grandchildren to the use of public transit. I'd need to see the transit ambassadors out on the platforms and on the trains before I'd do that.

Sincerely,

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

y [REDACTED]

**Sent:** Friday, March 10, 2023 8:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please let's be leaders here! Thank you.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More police can't keep Metro safe. Use the money for something useful like free transportation, the transit ambassador program, better service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 8:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Vivian Tyson

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From**

**Sent:** Friday, March 10, 2023 9:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted Signature]



**From**

**Sent:** Friday, March 10, 2023 9:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

A black rectangular redaction box covering the signature area.

**From** [REDACTED]

**Sent:** Friday, March 10, 2023 9:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

The Metro board recently established a program of unarmed transit ambassadors who can address emergencies with professionalism and care. Right now, as it considers renewing contracts, the board should continue to invest in transit ambassadors and Metro infrastructure, like better lighting, more reliable timetables and service, and fareless transit.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 9:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:37 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:43 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 10:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I no longer even ride the metro because it's so unsafe now. I don't even walk in my neighborhood anymore either because nearly every day there are armed robberies and carjackings nearby. The crime is off the charts in Los Angeles now.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 11:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Our tax dollars should ensure that PUBLIC transportation is FREE. Defund the LAPD and invest our taxes into making this a livable city, not a police state.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 10, 2023 11:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

A black rectangular redaction box covering the signature area.

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:02 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:23 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:44 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From**

**Sent:** Saturday, March 11, 2023 12:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:09 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:21 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:21 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:45 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 2:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 3:23 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 4:31 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:13 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:51 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a long-time public transit and public space participant and advocate in Los Angeles. I encourage a caring presence of Metro representatives that can guide the transit experience for many different kinds of people using Metro including me. I don't support policing of Metro experiences. I have great respect for Metro bus and train drivers and want them to be able to perform their work with ease. This is a sophisticated activity that requires a complex system of care.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:00 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From**

**Sent:** Saturday, March 11, 2023 7:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:10 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:12 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:18 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:45 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

PLEASE ----. SO I CAN USE THE METRO AGAIN -----

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:54 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 8:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:04 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:11 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:17 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:23 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:27 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:28 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I use the LA Metro all the time. I have a disability because I have epilepsy, which means I'm not allowed to have a driver's license. I believe in public transit. Making the right investments with our tax dollars is very important to me, and I support ACT-LA's call for approaches that are more effective and less discriminatory, to improve public safety.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:29 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:32 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:53 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:08 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a subway rider, I see how the current system has failed us. Metro is filthy, unsafe, and, quite frankly, an embarrassment to the city. Police are standing by the exits on their phone and talking with other officers. Meanwhile, people are smoking meth, shooting up, fighting, and harassing other riders. I can not believe that adding more officers is the solution. People need help and we deserve to ride a safe and clean metro.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:12 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:19 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:19 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Leslie Gordon  
Burbank Ca

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:25 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From**

**Sent:** Saturday, March 11, 2023 10:38 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From**

**Sent:** Saturday, March 11, 2023 10:53 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:07 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:08 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:10 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

more police is not a solution; hire more ambassadors instead!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:08 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 2:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I love the professional & helpful ambassadors! They have always been polite & never rude to me. I can not say the same for the Sheriff's Deputies or the Transit Police or LAPD Officers that are often rude & elitist to our Homeless brothers & sisters.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 2:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 2:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 4:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 4:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 5:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 5:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 5:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:19 PM

**To:** Board Clerk <BoardClerk@metro.net>


**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**Sent:** Saturday, March 11, 2023 6:32 PM

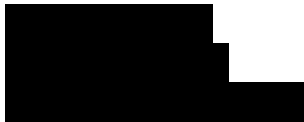
**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,



[REDACTED]

**Sent:** Saturday, March 11, 2023 6:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police have proven time and time again that they are not the answer to keeping public spaces safe for the community as a whole. It will always be better to invest in the citizens of the community than the power hungry figures that claim to work to keep us safe.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 11:15 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Living in West LA, I love taking the Expo line downtown and can't wait for the Wilshire line extension to Westwood! I don't think police are the solution to the issues I've seen on the trains – investment in infrastructure and unarmed ambassadors is what's needed.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 2:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 6:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 9:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I've known countless people that have been assaulted, whether verbally, physically, or sexually. With the last two happening to myself and my partner on different occasions. Haven't ridden the metro in over a year now. Wish I could feel safe on it. The Pasadena Lake station is atrocious.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 11:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 3:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 2:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More people than who have signed believe support this opinion as well. Consider those who have 12 hour work days, use public transport to get to their jobs, and come home too tired to speak out in support of their rights and needs. Those are the humans who need this action the most. We must champion for those whose voices are not considered. I support this action because it is a push in the right direction to building a future that's inclusive.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 4:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I do not feel safer for seeing police on public transit.

L.A. has had the metro for long enough now that we can see, empirically, that there has not been enough return on investment in policing.

Let's move that money into these alternative solutions, keeping the metro cleaner, and prioritizing maintenance and service that keeps it running on time.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 4:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 5:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

My partner and I are both disabled and have faced dangerous harassment and attacks in LA Metro transit centers and even on board of city buses. It is foolish to think we will be safer by paying more money to cops instead of improving preventative safety measures and better conditions for drivers. Drivers are overworked and underpaid already. LAPD doesn't need Metro's money; take care of your own workers and your own property by improving safety measures on buses, trains, bus stops, and transit stations!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 6:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 8:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 8:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

**STOP INVESTING IN POLICE AND START INVESTING IN PEOPLE!**

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

LA Metro is unsafe. The last time I took LA Metro after a show at the Pantages, I literally had to step over people passed out on the floor. I was even harassed by people on drugs on the platform and on the train. It was a very uneasy ride home where I just didn't feel comfortable or safe.

I am sympathetic to the homeless and their need to stay warm and dry. But, the LA Metro is not the place to do that.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:34 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 11:44 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 3:32 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 6:50 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I've been a Los Angeles city resident for the past 30+ years and, while welcoming of increased transit options, have been distressed to see the lack of care for a reliably safe and pleasant experience for riders.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:13 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Monday, March 13, 2023 9:05 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Monday, March 13, 2023 9:31 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:35 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:59 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Care, not cops!

[REDACTED]

[REDACTED]

**From**

**Sent:** Monday, March 13, 2023 10:30 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

A large black rectangular redaction box covering the signature area.

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 10:37 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 10:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:06 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Monday, March 13, 2023 12:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please expand ambassadors, elevator attendants, outreach to unhoused, station cleanliness, unarmed response teams (like Eugene Oregon CAHOOTS program), etc. Please minimize reliance on armed law enforcement, which has resulted in harm to your low-income Black and Latino riders.

Please expand efforts to activate stations - with vendors, busking, programming, bathrooms, etc. - as ACT-LA noted in its Metro as Sanctuary report.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 1:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 1:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 2:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 2:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 3:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 3:43 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 4:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

[REDACTED] S

**Sent:** Monday, March 13, 2023 4:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More police won't help. We need care-first to make the Metro an inviting, community-supported place for all.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 4:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

**From**

**Sent:** Monday, March 13, 2023 4:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 4:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 5:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 5:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 5:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 6:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 6:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am white, assigned female at birth, and usually taking Metro to my white-collar job, but cops on the train make me uncomfortable. Please invest in safety tactics that actually work and that foster inclusion for all riders.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 8:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Monday, March 13, 2023 10:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 4:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please stop wasting money on something that doesn't keep us safe. Invest the money into the ambassadors and infrastructure, and just watch how safety will be greatly improved.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:12 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

N

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:15 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:56 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 11:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police in public transit do not make us safer. Improving the care and services within the system does.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 12:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 12:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We must invest money into the services and improvements communities need most and remove expensive, violent and life threatening entity of policing in public transit.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 1:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

It is disgusting and inhumane to add LASD gangs or LAPD that uphold their legacy of murdering and assaulting Black children, Black and Brown folks, disabled folks, and transgender people daily. Please understand how the US establishment historical and on going violence on racialized and colonized people is rooted in how the government including your office functions, how the police are a brute and heinous force that is unjustly licensed to kill people.

Anyone complicit and in favor of funding the police and further criminalizing poor people taking the bus, is responsible for this assault and violence you are taking on our communities.

Support ACT-LAs care-first initiative too, because anything else is disgustingly violent and will further harm the communities you claim to represent and care about.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 14, 2023 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.

Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.



Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 3:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 3:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I prefer the ambassadors. I am not comfortable with armed LE on the trains or platforms. In the 12 years I've commuted by Metro, rarely has a police presence been helpful. On the rare occasion where they were needed, the conductor called for them.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 14, 2023 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.

Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

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Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

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The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful



police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 5:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 5:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Every individual should feel safe and included while using public transit. Police presence is not conducive to this goal.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We don't need to be policed on public transportation.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:43 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From**

**Sent:** Tuesday, March 14, 2023 7:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 8:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 8:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 8:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 8:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From**

**Sent:** Tuesday, March 14, 2023 9:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[Redacted signature]

**From**

**Sent:** Tuesday, March 14, 2023 9:24 PM

**To:** Board Clerk <BoardClerk@metro.net>


**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

A large black rectangular redaction box covering the signature area.



**Sent:** Tuesday, March 14, 2023 9:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:14 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, March 15, 2023 2:17 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgoomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: SUPPORT ITEM 23

Dear Metro Directors,

I oppose ACT-LA's call for care-first safety approaches on the Metro and support item 23.

Metro is taking its time to come up with a safety solution that meets the needs of riders while addressing activists demand, many of whom do not ride the system. It is a delicate balance that needs full attention, but in the meantime law enforcement cannot be withdrawn from Metro. Doing so would be crazy.

Continuing the existing law enforcement contract month to month combined with enforcement of metrics related to physical presence and response times will help not make the status of the system not deteriorate further while letting Metro determine if ambassadors and unarmed security personnel can better do the job.

There do need to be capital improvements to the system. Lighting and ventilation need to be improved, and restrooms need to be installed and cleaned regularly. Riders should be treated with dignity. But fare enforcement has largely been abandoned except at turnstiles. While I share the concerns about disproportionate citing of Black people I am confident that Metro security are enforcing in a race neutral manner and following race neutral policies of checking all people passing a point or all people on a rail car or platform. While saying that Black people are more likely to commit crimes like fare evasion or non criminal offenses like code of conduct violations is perceived as racist, Metro needs the time to drill down further into why this disproportionality persists despite race neutral enforcement.

I do agree with ACT-LA that Metro should absolutely not be starting their own police department. Compliance with state peace officer standards and training (POST) requirements is challenging. No new POST certified agency has started up since UC Merced started its police force in 2005. A one contract model with the Sheriff, the only countywide law enforcement agency, combined with strict oversight would be my preferred option. Second would be the current multi jurisdiction model. The worst option would be a new police department, with all the costs and issues it entails.

Thank you.

Sincerely,  
[REDACTED]

Sent from my iPhone



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:28 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:03 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Operations & Safety 3/16 meeting public comment, Item No. 23 (2022-0868)

Dear operations committee.

My name is Jeremy Fuster. I am a Palms resident that commutes to work via the Expo Line and has used the Red Line regularly since I started high school in 2007. While I have seen countless unhoused residents struggle on Metro Rail rides, many with drug addictions, I do not believe that adding more police funds on top of the \$1 billion Metro has spent since 2017 will be a solution.

Metro can be a part of a system that provides care throughout Los Angeles to the unhoused and the addicted through improved infrastructure and a team of unarmed transit ambassadors supported by social workers and crisis care specialists that can provide support to those who need it and protect riders on Metro without policing. Throwing more police at the problem is only fighting the symptoms, not the disease. Please turn away from this cycle of law enforcement funding with minimal results and build towards a more sustainable solution with services, not sirens.

■

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

It is absolutely possible to not rely on police. To not rely on those who target Black people and people of color. To not rely on those who target lower income folks. To not rely on those who target and dehumanize people who are homeless. To not rely on those who rely on their weapons first and questions later. To not rely on those who escalate situations to the death rather than de-escalating. To not rely on those who act as judge, jury, and executioner. We can have a public transit service that doesn't rely on police.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:56 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:02 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.
- Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you for your time and consideration,

A large black rectangular redaction box covering the signature area.



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:01 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Investing in station upkeep and train cleanliness would go a long way to provide a more welcoming and safe environment for passengers.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:17 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:24 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:24 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

= **From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:37 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I support the hiring and expansion of social workers and EMT crisis teams who can respond to situations throughout the city without escalating. Additional policing will ultimately make public transit less safe and lead to wrongful deaths and the brutalization of individuals experiencing mental health crises. It is my hope that our city will invest in solving these problems at the source rather than violent band-aid "solutions" that perpetuate a cycle of poverty and suffering.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:29 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I ride the metro daily. I live in East Hollywood without a car, and rely entirely on the bus and metro systems to get around. My local transit ambassadors have been nothing but helpful, while the police presence on the metro has only led to more violence and fear that I've witnessed. Honestly, it makes Los Angeles feel like a police state.

To feel safe riding the metro, I need the trains to run on time and more often. I need to spend less time standing on the platform wondering if they're going to show up. I need friendly, gun-free ambassadors that don't make me fear for my life. I need platforms that don't make me stand in the dark at night.

I would love to live in a city where I can walk to a metro stop in any neighborhood. Angelenos would love to take the metro. Help us feel safe, by removing police presence and creating a kinder metro.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:33 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a frequent transit rider for my commute and for personal life, and what makes me feel safe is more frequent service, NOT law enforcement. I would love to see the Metro budget spent on more trains and buses, more shelters from sun and rain at bus stops, fareless service, and high-quality training for unarmed transit ambassadors. The LA Metro has an opportunity to be a leader in the country when it comes to reimagining transit - please don't waste it!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:30 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:59 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]  
[REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:33 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I don't own a car and I rely on metro for transportation. I do not feel safer when I see police on the trains or in stations! Instead, I would like to see real care from trained support professionals for people who need it.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Cc:** Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; Councilmember Krekorian <councilmember.krekorian@lacity.org>; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.
- Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.



We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

[Redacted signature block]

[Redacted contact information]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:42 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 12:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 12:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

My name is Michael Lopez. As a transit commuter, I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23. I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care. Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro. Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates. Nationally, we are in the midst of an opioid and homelessness crisis: Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care. We know that when we send police to deal with public and mental health issues, they cannot and do not produce results. In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts.

Meanwhile, LAPD secured housing for just 1% of their contacts. Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts. Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems. Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and

preventative approach to safety. By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders. We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service. Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Devote the money that would go to cops towards expanding the metro and giving it better infrastructure! Really! cops are so expensive! put that money back into a public service instead!!!

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please invest more into transit ambassadors and other unarmed safety officers on public transit. Public safety is much more than throwing guns at a problem.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at

the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23, because I have been a regular Metro rider—buses, trains, and now Micro—for more than a decade. This experience allows me to say with great confidence that item 23 is wrong for Metro—wrong for ridership growth, wrong for safety, and wrong for financial solvency. I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. The data and information included below speaks for itself.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies. Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

My name is Jason Bautista. I have been a resident of Los Angeles all my life and used Metro services till this day. I don't drive and have been taking the bus/rail/etc. since my high school days in 2011 to get to where I need.

For me, it has been more than a decade riding Metro. I know it has been a complicated space where I rely to get to places and carry on with my life. Yet the downsides with the dirtiness, occasional incidences of hostility, and misuse of the stations/transit is and continues to be apparent.

I do not have an immediate answer to solve these huge issues. But I can say that I witnessed the implementation of police forces at the Metro stations and rails. And I can firmly say it they are useless and unnecessary. Any issue I have seen has not resulted in a proper response from the police. I only see them check the fare from riders and not wear a mask. Additionally, it makes the riding experience more hostile seeing them fully-armed. I do not have trust in them to do properly their job and protect the general public, but instead I feel uneasy and unsafe.

I rely on Metro and will continue to do so. I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives.

Thank you

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Cc:** Claudia Echeverria <cecheverria@chc-inc.org>; Karen.Bass@lacity.org;

ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov;

jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com;

fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov;

HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins,

Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy

<GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov;

mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org;

LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>;

Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>;

mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org;

vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; Wiggins,

Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

Hello, my name is Gina Dance, and I am the Policy Administrative Coordinator at Community Health Councils (CHC). For over 30 years, CHC has been at the forefront of systems change work to eliminate disparities in health and wellbeing. We seek to create a community eco-system that authentically engages residents and provides a holistic set of supports for residents. We work with and for South Los Angeles residents, many of who utilize the Metro to go to school, work, and leisure. We know how vital Metro is to residents and the role policing plays in South LA neighborhoods. Today we uplift their experiences, and we support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

CHC opposes a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you,

[Redacted signature block]

[Redacted signature block]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

My name is Mallory Sherer, I live in the Fairfax District and I ride the 217 bus line to work.

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23. I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care. Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro. Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies. Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis: Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care. We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts. Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts. Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems. Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety. By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have. The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders. We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service. Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.





**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 4:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 4:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

On behalf of Los Angeles Walks, we support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

We **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should **divert funding away from this police-heavy approach** and instead to **alternatives that provide a proactive and preventative approach to safety.**

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

In community,  
Los Angeles Walks team



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:02 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:23 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:44 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 1:09 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:21 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:21 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 1:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 1:45 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 2:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 3:23 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 4:31 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:13 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 6:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:51 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a long-time public transit and public space participant and advocate in Los Angeles. I encourage a caring presence of Metro representatives that can guide the transit experience for many different kinds of people using Metro including me. I don't support policing of Metro experiences. I have great respect for Metro bus and train drivers and want them to be able to perform their work with ease. This is a sophisticated activity that requires a complex system of care.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 6:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 6:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 7:00 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 7:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 8:10 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 8:12 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 8:18 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:45 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

PLEASE ----. SO I CAN USE THE METRO AGAIN -----

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:54 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 8:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 9:04 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED] y

**Sent:** Saturday, March 11, 2023 9:11 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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



**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 9:17 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

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

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 9:23 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:27 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:28 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I use the LA Metro all the time. I have a disability because I have epilepsy, which means I'm not allowed to have a driver's license. I believe in public transit. Making the right investments with our tax dollars is very important to me, and I support ACT-LA's call for approaches that are more effective and less discriminatory, to improve public safety.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:29 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 9:32 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 9:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:53 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:08 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a subway rider, I see how the current system has failed us. Metro is filthy, unsafe, and, quite frankly, an embarrassment to the city. Police are standing by the exits on their phone and talking with other officers. Meanwhile, people are smoking meth, shooting up, fighting, and harassing other riders. I can not believe that adding more officers is the solution. People need help and we deserve to ride a safe and clean metro.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:12 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:19 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 10:19 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:25 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:38 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 10:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 10:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 10:53 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:07 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:08 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:10 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

more police is not a solution; hire more ambassadors instead!

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 11:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 12:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 12:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 1:08 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 1:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 1:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 1:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 2:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I love the professional & helpful ambassadors! They have always been polite & never rude to me. I can not say the same for the Sheriff's Deputies or the Transit Police or LAPD Officers that are often rude & elitist to our Homeless brothers & sisters.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 2:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 2:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 4:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 4:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 5:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 5:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 5:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 6:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 6:32 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 6:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 6:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 7:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Saturday, March 11, 2023 8:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police have proven time and time again that they are not the answer to keeping public spaces safe for the community as a whole. It will always be better to invest in the citizens of the community than the power hungry figures that claim to work to keep us safe.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 11, 2023 9:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Sunday, March 12, 2023 11:15 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Living in West LA, I love taking the Expo line downtown and can't wait for the Wilshire line extension to Westwood! I don't think police are the solution to the issues I've seen on the trains – investment in infrastructure and unarmed ambassadors is what's needed.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 2:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Sunday, March 12, 2023 6:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 9:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I've known countless people that have been assaulted, whether verbally, physically, or sexually. With the last two happening to myself and my partner on different occasions. Haven't ridden the metro in over a year now. Wish I could feel safe on it. The Pasadena Lake station is atrocious.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 11:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 3:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 2:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More people than who have signed believe support this opinion as well. Consider those who have 12 hour work days, use public transport to get to their jobs, and come home too tired to speak out in support of their rights and needs. Those are the humans who need this action the most. We must champion for those whose voices are not considered. I support this action because it is a push in the right direction to building a future that's inclusive.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 4:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I do not feel safer for seeing police on public transit.

L.A. has had the metro for long enough now that we can see, empirically, that there has not been enough return on investment in policing.

Let's move that money into these alternative solutions, keeping the metro cleaner, and prioritizing maintenance and service that keeps it running on time.

Sincerely,

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



**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 4:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 5:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

My partner and I are both disabled and have faced dangerous harassment and attacks in LA Metro transit centers and even on board of city buses. It is foolish to think we will be safer by paying more money to cops instead of improving preventative safety measures and better conditions for drivers. Drivers are overworked and underpaid already. LAPD doesn't need Metro's money; take care of your own workers and your own property by improving safety measures on buses, trains, bus stops, and transit stations!

Sincerely,

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

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 6:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 8:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

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[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 12, 2023 8:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

**STOP INVESTING IN POLICE AND START INVESTING IN PEOPLE!**

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

LA Metro is unsafe. The last time I took LA Metro after a show at the Pantages, I literally had to step over people passed out on the floor. I was even harassed by people on drugs on the platform and on the train. It was a very uneasy ride home where I just didn't feel comfortable or safe.

I am sympathetic to the homeless and their need to stay warm and dry. But, the LA Metro is not the place to do that.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:34 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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[REDACTED]  
[REDACTED]  
[REDACTED]

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**Sent:** Monday, March 13, 2023 11:44 AM

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**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

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



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 3:32 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

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

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 6:50 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I've been a Los Angeles city resident for the past 30+ years and, while welcoming of increased transit options, have been distressed to see the lack of care for a reliably safe and pleasant experience for riders.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:13 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

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Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

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Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:05 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 9:31 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:35 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

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Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 9:59 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Care, not cops!

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 10:30 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 10:37 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 10:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Natalie Lara

453 s. Chicago st. Los Angeles ca. 90033

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 11:06 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 11:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please expand ambassadors, elevator attendants, outreach to unhoused, station cleanliness, unarmed response teams (like Eugene Oregon CAHOOTS program), etc. Please minimize reliance on armed law enforcement, which has resulted in harm to your low-income Black and Latino riders.

Please expand efforts to activate stations - with vendors, busking, programming, bathrooms, etc. - as ACT-LA noted in its Metro as Sanctuary report.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 12:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 1:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 1:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 2:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 2:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 3:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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



**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 3:43 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 4:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 4:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More police won't help. We need care-first to make the Metro an inviting, community-supported place for all.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 4:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 4:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 4:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Monday, March 13, 2023 5:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 5:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 5:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 6:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 6:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am white, assigned female at birth, and usually taking Metro to my white-collar job, but cops on the train make me uncomfortable. Please invest in safety tactics that actually work and that foster inclusion for all riders.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 7:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 8:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 9:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 13, 2023 10:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 4:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please stop wasting money on something that doesn't keep us safe. Invest the money into the ambassadors and infrastructure, and just watch how safety will be greatly improved.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 7:12 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

■

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:15 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:16 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 10:56 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 11:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police in public transit do not make us safer. Improving the care and services within the system does.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 12:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 12:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We must invest money into the services and improvements communities need most and remove expensive, violent and life threatening entity of policing in public transit.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 1:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

It is disgusting and inhumane to add LASD gangs or LAPD that uphold their legacy of murdering and assaulting Black children, Black and Brown folks, disabled folks, and transgender people daily. Please understand how the US establishment historical and on going violence on racialized and colonized people is rooted in how the government including your office functions, how the police are a brute and heinous force that is unjustly licensed to kill people.

Anyone complicit and in favor of funding the police and further criminalizing poor people taking the bus, is responsible for this assault and violence you are taking on our communities.

Support ACT-LAs care-first initiative too, because anything else is disgustingly violent and will further harm the communities you claim to represent and care about.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 2:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 14, 2023 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.

Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.



Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

██████████  
██████████

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 2:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 3:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 3:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I prefer the ambassadors. I am not comfortable with armed LE on the trains or platforms. In the 12 years I've commuted by Metro, rarely has a police presence been helpful. On the rare occasion where they were needed, the conductor called for them.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 14, 2023 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.

Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

██████████  
██████████

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.

Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful



police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 5:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 5:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Every individual should feel safe and included while using public transit. Police presence is not conducive to this goal.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We don't need to be policed on public transportation.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 6:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 6:43 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]  
[REDACTED]

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 7:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 8:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 8:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Tuesday, March 14, 2023 8:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 8:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 9:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 9:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 9:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 10:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:14 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

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

From: [REDACTED]

Sent: Wednesday, March 15, 2023 2:17 AM

To: Board Clerk <BoardClerk@metro.net>

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

Subject: SUPPORT ITEM 23

Dear Metro Directors,

I oppose ACT-LA's call for care-first safety approaches on the Metro and support item 23.

Metro is taking its time to come up with a safety solution that meets the needs of riders while addressing activists demand, many of whom do not ride the system. It is a delicate balance that needs full attention, but in the meantime law enforcement cannot be withdrawn from Metro. Doing so would be crazy.

Continuing the existing law enforcement contract month to month combined with enforcement of metrics related to physical presence and response times will help not make the status of the system not deteriorate further while letting Metro determine if ambassadors and unarmed security personnel can better do the job.

There do need to be capital improvements to the system. Lighting and ventilation need to be improved, and restrooms need to be installed and cleaned regularly. Riders should be treated with dignity. But fare enforcement has largely been abandoned except at turnstiles. While I share the concerns about disproportionate citing of Black people I am confident that Metro security are enforcing in a race neutral manner and following race neutral policies of checking all people passing a point or all people on a rail car or platform. While saying that Black people are more likely to commit crimes like fare evasion or non criminal offenses like code of conduct violations is perceived as racist, Metro needs the time to drill down further into why this disproportionality persists despite race neutral enforcement.

I do agree with ACT-LA that Metro should absolutely not be starting their own police department. Compliance with state peace officer standards and training (POST) requirements is challenging. No new POST certified agency has started up since UC Merced started its police force in 2005. A one contract model with the Sheriff, the only countywide law enforcement agency, combined with strict oversight would be my preferred option. Second would be the current multi jurisdiction model. The worst option would be a new police department, with all the costs and issues it entails.

Thank you.

Sincerely,

[REDACTED]

[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:28 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:03 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Operations & Safety 3/16 meeting public comment, Item No. 23 (2022-0868)

Dear operations committee.

My name is Jeremy Fuster. I am a Palms resident that commutes to work via the Expo Line and has used the Red Line regularly since I started high school in 2007. While I have seen countless unhoused residents struggle on Metro Rail rides, many with drug addictions, I do not believe that adding more police funds on top of the \$1 billion Metro has spent since 2017 will be a solution.

Metro can be a part of a system that provides care throughout Los Angeles to the unhoused and the addicted through improved infrastructure and a team of unarmed transit ambassadors supported by social workers and crisis care specialists that can provide support to those who need it and protect riders on Metro without policing. Throwing more police at the problem is only fighting the symptoms, not the disease. Please turn away from this cycle of law enforcement funding with minimal results and build towards a more sustainable solution with services, not sirens.

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

It is absolutely possible to not rely on police. To not rely on those who target Black people and people of color. To not rely on those who target lower income folks. To not rely on those who target and dehumanize people who are homeless. To not rely on those who rely on their weapons first and questions later. To not rely on those who escalate situations to the death rather than de-escalating. To not rely on those who act as judge, jury, and executioner. We can have a public transit service that doesn't rely on police.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 10:56 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:02 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.
- Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you for your time and consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 14, 2023 2:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:01 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Investing in station upkeep and train cleanliness would go a long way to provide a more welcoming and safe environment for passengers.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:17 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:24 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:24 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

= **From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 9:46 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:37 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I support the hiring and expansion of social workers and EMT crisis teams who can respond to situations throughout the city without escalating. Additional policing will ultimately make public transit less safe and lead to wrongful deaths and the brutalization of individuals experiencing mental health crises. It is my hope that our city will invest in solving these problems at the source rather than violent band-aid "solutions" that perpetuate a cycle of poverty and suffering.

Sincerely,

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



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:29 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I ride the metro daily. I live in East Hollywood without a car, and rely entirely on the bus and metro systems to get around. My local transit ambassadors have been nothing but helpful, while the police presence on the metro has only led to more violence and fear that I've witnessed. Honestly, it makes Los Angeles feel like a police state.

To feel safe riding the metro, I need the trains to run on time and more often. I need to spend less time standing on the platform wondering if they're going to show up. I need friendly, gun-free ambassadors that don't make me fear for my life. I need platforms that don't make me stand in the dark at night.

I would love to live in a city where I can walk to a metro stop in any neighborhood. Angelenos would love to take the metro. Help us feel safe, by removing police presence and creating a kinder metro.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:33 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a frequent transit rider for my commute and for personal life, and what makes me feel safe is more frequent service, NOT law enforcement. I would love to see the Metro budget spent on more trains and buses, more shelters from sun and rain at bus stops, fareless service, and high-quality training for unarmed transit ambassadors. The LA Metro has an opportunity to be a leader in the country when it comes to reimagining transit - please don't waste it!

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:30 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:59 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:33 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I don't own a car and I rely on metro for transportation. I do not feel safer when I see police on the trains or in stations! Instead, I would like to see real care from trained support professionals for people who need it.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Cc:** Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; Councilmember Krekorian <councilmember.krekorian@lacity.org>; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety. It has not resulted in a real plan for safety on transit—or data on how police make transit safe.
- Metro should absolutely not be starting their own police department. This doubles down on the wastefulness and failures of policing, and undermines every effort to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.



We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

[Redacted signature block]

[Redacted contact information]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:42 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 11:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 12:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 12:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

My name is Michael Lopez. As a transit commuter, I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23. I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care. Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro. Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates. Nationally, we are in the midst of an opioid and homelessness crisis: Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care. We know that when we send police to deal with public and mental health issues, they cannot and do not produce results. In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts.

Meanwhile, LAPD secured housing for just 1% of their contacts. Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts. Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems. Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and

preventative approach to safety. By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders. We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service. Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 1:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Devote the money that would go to cops towards expanding the metro and giving it better infrastructure! Really! cops are so expensive! put that money back into a public service instead!!!

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 1:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please invest more into transit ambassadors and other unarmed safety officers on public transit. Public safety is much more than throwing guns at a problem.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 1:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 1:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at

the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]  
**Sent:** Wednesday, March 15, 2023 2:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23, because I have been a regular Metro rider—buses, trains, and now Micro—for more than a decade. This experience allows me to say with great confidence that item 23 is wrong for Metro—wrong for ridership growth, wrong for safety, and wrong for financial solvency. I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. The data and information included below speaks for itself.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies. Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

██████████

█

██████████

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

My name is Jason Bautista. I have been a resident of Los Angeles all my life and used Metro services till this day. I don't drive and have been taking the bus/rail/etc. since my high school days in 2011 to get to where I need.

For me, it has been more than a decade riding Metro. I know it has been a complicated space where I rely to get to places and carry on with my life. Yet the downsides with the dirtiness, occasional incidences of hostility, and misuse of the stations/transit is and continues to be apparent.

I do not have an immediate answer to solve these huge issues. But I can say that I witnessed the implementation of police forces at the Metro stations and rails. And I can firmly say it they are useless and unnecessary. Any issue I have seen has not resulted in a proper response from the police. I only see them check the fare from riders and not wear a mask. Additionally, it makes the riding experience more hostile seeing them fully-armed. I do not have trust in them to do properly their job and protect the general public, but instead I feel uneasy and unsafe.

I rely on Metro and will continue to do so. I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives.

Thank you

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

Hello, my name is Gina Dance, and I am the Policy Administrative Coordinator at Community Health Councils (CHC). For over 30 years, CHC has been at the forefront of systems change work to eliminate disparities in health and wellbeing. We seek to create a community eco-system that authentically engages residents and provides a holistic set of supports for residents. We work with and for South Los Angeles residents, many of who utilize the Metro to go to school, work, and leisure. We know how vital Metro is to residents and the role policing plays in South LA neighborhoods. Today we uplift their experiences, and we support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

CHC opposes a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [org](#)

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Cc:** Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; Gerhardt, Judy <GerhardtJu@metro.net>; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; tim\_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

My name is Mallory Sherer, I live in the Fairfax District and I ride the 217 bus line to work.

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23. I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care. Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro. Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies. Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis: Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care. We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts. Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts. Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems. Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety. By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have. The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders. We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service. Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.





**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 4:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

On behalf of Los Angeles Walks, we support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

We **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

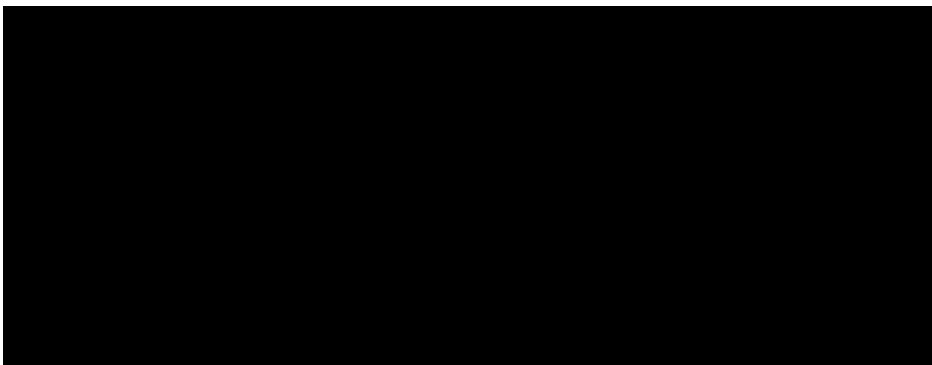
Metro should **divert funding away from this police-heavy approach** and instead to **alternatives that provide a proactive and preventative approach to safety.**

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

In community,  
Los Angeles Walks team



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:28 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Keep L.A. Metro Safe: Prioritize Care-First Approaches

To Los Angeles Metro Board of Directors:

I'm a screenwriter and LA Metro evangelist, and I know from experience of riding public transit regularly for more than a decade that more police on Metro does not make me or anyone else safer, and it certainly won't increase ridership or save money. I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 2:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police do little to nothing while on transit, and when they do something, it usually makes people feel less safe or intimidated.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 3:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 4:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As somebody who used to regularly take the Metro from the Pershing Square station, I've witnessed some inhumane treatment from the police towards innocent civilians over trivial matters. Policing the Metro creates more opportunities of unjust abuse--it enables these agents to target anyone and everyone. How are we supposed to feel safe by those who purportedly serve to maintain safety? It is absolutely hypocritical and is a severe waste of funds. Please prevent the unnecessary abuse, trauma, and feelings of discomfort that Angelenos frequently experience in the public transportation space.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 4:06 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 4:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 4:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 5:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 5:08 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 5:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 6:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I notice a heightened police presence on the Metro Red Line over the past couple of months. The loudspeaker announcements imply that there is ramped up drug enforcement and maybe that is why I see more police and far more often. The problem is that increased police presence does not make me feel more safe, but the opposite and that is probably true for many others. I don't see police doing drug enforcement--I see them rousting unhoused people from the rest that we all need. How does that make anyone more safe? More police presence=more sense of general intimidation and threat=less safety. Much better to spend the money on better service, and services for people who need help, which anyone deserves who needs it.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We should also remove police from Metro all together and get rid of fares so there are no fares to enforce.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

You have the power to implore real safety by making the Metro more accessible and putting unarmed helpers in our system. Safety is one that invites our communities in to take the metro not one that scares them away with harm, abuse, and limited access.

Thank you for your consideration and work - I hope you'll do the right thing.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Please listen to the public. More police are NOT the answer.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police don't make us safer, cleaner, better infrastructure and ambassadors do.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a transit rider with many transit-riding loved ones and neighbors in my life, I DO NOT feel safer with police on transit and in stations. I urge you to invest in proven safety measures and divest from the police!

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:26 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:32 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We don't need more police who put civilians at risk of gun violence. 10% of gun violence in America is from police - traffic ambassadors are a far safer alternative.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:44 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We are seeing community safety initiatives coming to the fore across the country. Please continue to support and expand this approach in Los Angeles County.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 7:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 7:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Los Angeles currently spends more on policing than any other sector and yet most Angelenos don't feel safer or more at home in the city. In fact, just the opposite. We should not be spending the metro budget on yet more policing but instead on making transit more accessible, reliable, comfortable and safe for all.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 8:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

[REDACTED] 15, 2023 8:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 8:32 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police don't prevent crime. Community resources and services do. Transit ambassadors should be prioritized, not more police who discriminate, criminalize, and kill.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I'm a frequent metro rider, and live right on a station. I'd really like to see more metro stops and more frequent trains, not increased spending on policing trains and stations.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:47 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 8:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police have only ever made me feel less safe. I want to keep using public transit, I want to avoid driving a car everywhere, but I don't want the anxiety of knowing any little thing could turn deadly because cops only know how to escalate.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 8:50 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 8:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:03 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 9:28 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:28 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 9:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

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

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:37 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I'm [REDACTED], local parent leader, and Public Education advocate.

I'm writing to support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

**I oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Please vote in the best interests of our families and communities and oppose Item 23.

Thank you for your consideration.

[Redacted]

■

[Redacted]

[Redacted]

[Redacted]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 9:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Not only will metro be safer, but you'll save money. Cancel the contract with the police. No good comes from the LAPD.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 10:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Alexis Rheinwald-Jones

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 10:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, March 15, 2023 10:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

Sent from my iPhone

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 10:27 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]

Sincerely,

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

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 10:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 10:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Wednesday, March 15, 2023 11:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 15, 2023 11:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We need more community care and restorative justice.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
[REDACTED]

**Sent:** Thursday, March 16, 2023 12:08 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 12:09 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 2:28 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 4:01 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a user of Metro, (residential area includes the buses passing through MacArthur Park-Westlake, Koreatown and Metro Rail Stations (Westlake/MacArthur Park and Wilshire/Vermont) and making extensive use of all metro rail lines: B (Red Line), D (Purple Line), A (Blue Line), L (Gold Line), E (Expo Line), K Line (Leimert Park, Inglewood, Westchester), C (Green Line) - LAX in -- in order of which I use most...

For your demographic info I am a senior disabled (68 yr old) white female ensconced in HACLA housing.

...the prioritizing of Care-First approaches is of utmost importance to me.

Most recently, I served as a facilitator in the 10 March 2023 ArtNight Fete in Pasadena.

To accomplish this I had to walk to a Metro Rail Station, (I had to pick Koreatown over the Westlake/MacArthur Park station to feel both physiologically and emotionally safe -- because of the clear and present dangers at my 'home' station of Westlake/MacArthur Park. My starting time was at noon on Friday, March 10, 2023.

That trip was relatively uneventful in terms of feeling terror on my part.

However, the return rides home (on the Gold Line and the Red Line) beginning at 11:15pm on the night of 10 March 2023 presented a much more frightening picture involving me.

The first leg of the return trip on Gold Line was partially filled with "sleepers" (those experiencing apparent homelessness due to ingested substances -- probably fatty); destitute (those experiencing homelessness due to economic and systemic barriers); and one or two people like me (those who are using the metro rail because we choose not to use cars).

The final leg of the trip on Red Line to get from Union Station to MacArthur Park -- I live 3 blocks from a border of the Park ... was absolutely terrifying and I feared for my life.

+Each+ car of the RedLine headed for Hollywood leaving Union Station at somewhere between 11:50 pm and midnight was peopled by 10-15 or more males (with one or two females in comparison -- one of whom was sexually preening and soliciting, the other who appeared to be 'out-of-it' mentally).

The car I finally chose, had less sleepers and apparent destitute people experiencing homelessness than the other four or five cars.

The train sat in the station for 10-15 minutes before taking off. More people filled all cars and mine was filled with males that were acting erratically, dangerously, and openly smoking what appeared to be fetty (Fentanyl) and in other cases weed (marijuana) and possibly other substances.

I was the only female in the car, the only non-BIPOC person in the car, and the only person dressed in more than rags.

The reason that is important is to illustrate who the "policing" affects -- exceedingly high rates of male, BIPOC, substance using people.

Twice the rail was held up at a station or two away from Union station on it's way to Hollywood. We literally sat for 17+ minutes at one station while the train waited for an oncoming Union station bound train to clear the one rail that was open at that time of night because of Metro maintenance.

I do not have the words at the moment to describe how terrified I was. My fears went to rape, being attacked possibly murdered, or otherwise hostilely accosted. There would have been nothing I could have done. I was physically smaller than EVERYONE in that car, and by the time we were sitting in a second station stop waiting for clearance to move on, another 10 males fitting earlier descriptions had boarded.

I couldn't even call for help, because even though my iphone is an old iphone 6S it is distinctive and probably wouldn't have gotten reception in the train because I have to use a low-economic carrier. I add this, because in all rail cars there ought to be wifi. Wifi is a normal part of everyday life and it provides a safety factor for all.

I couldn't even stand to ring the driver for help if I'd had to because that would have drawn the attention of every person on that car.

I only had to travel from Union Station to Westlake/MacArthur Park station and then walk home.

I couldn't get off at Westlake/MacArthur Park station -- 20 people from my car got off, and Westlake/MacArthur Park station is a hotbed of gang-, drug-, hostility- (from physical attacks to rape to murder) activity especially at that time of night.

I had to get off at Wilshire/Vermont (Koreatown) and walk back.



I am immensely grateful for the Metro Ambassador that was "working" the Wilshire Vermont station at that time of night. I was able to walk up to him and talk for a moment and give the others who were exiting or on the platform that I was getting or sharing information before braving walking up the flights of steps (the escalator wasn't working, and I will not enclose myself in an elevator where there's no chance of escape if something goes awry with another 'customer' in the elevator.

FYI -- elevators are known stops (because they do just that, they stop] for fatty users to light up.

Had I the financial flow to facilitate my calling an Uber or Lyft from Union Station to my destination in MacArthur Park, I would have. There ought to be no need to have to make that kind of call.

I share this story with you because policing has failed transit riders and not led to safety. I know this personally daily, I've used the Metro exclusively since 2015 (before that I used to use motor vehicles I owned, borrowed or rented).

Independent audits and surveys on Metro's policing contracts with the LAPD, LASD, and LBPD have highlighted:

Routine overspending that is unchecked and often not in compliance with contracts;

No plan for safety and no data that has proven that policing on transit has led to safety;

No improvement in emergency response times; and

Continued harassment of and violence against transit riders, which leads to Black and brown transit riders feeling unsafe.

I expect my Metro to do better for its transit riders. Of which I am one.

Make a difference -- doing the same thing over and over does not stop the insanity.

As a deeply affected rider of Metro, I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Sincerely,

██████████  
██████████████████  
████████████████████████████████████████

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 4:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 4:44 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Cc:** karen.bass@lacity.org; thirddistrict@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; lkipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; kshamdasani@bos.lacounty.gov; lbrisco@bos.lacounty.gov

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

As a user of Metro, (residential area includes the buses passing through MacArthur Park-Westlake, Koreatown and Metro Rail Stations: Westlake/MacArthur Park and Wilshire/Vermont and making extensive use of all metro rail lines: B (Red Line), D (Purple Line), A (Blue Line), L (Gold Line), E (Expo Line), K Line (Leimert Park, Inglewood, Westchester), C (Green Line) - LAX in -- listed in order of which I use most...

For your demographic info I am a senior disabled (68 yr old) white female ensconced in HACLA housing.

...the prioritizing of Care-First approaches is of utmost importance to me.

Most recently, I served as a facilitator in the 10 March 2023 ArtNight Fete in Pasadena.

To accomplish this I had to walk to a Metro Rail Station, (I had to pick Koreatown over the Westlake/MacArthur Park station to feel both physiologically and emotionally safe -- because of the clear and present dangers at my 'home' station of Westlake/MacArthur Park). My starting time was at noon on Friday, March 10, 2023.

That trip was relatively uneventful in terms of feeling terror on my part.

However, the return rides home (on the Gold Line and the Red Line) beginning at 11:15pm on the night of 10 March 2023 presented a much more frightening picture involving me.

The first leg of the return trip on Gold Line was partially filled with "sleepers" (those experiencing apparent homelessness due to ingested substances); destitute (those experiencing homelessness due to economic and systemic barriers); and one or two people like me (those who are using the metro rail because we choose not to use cars).

The final leg of the trip on Red Line to get from Union Station to MacArthur Park -- I live 3 blocks from a border of the Park ... was absolutely terrifying and I feared for my life.

+Each+ car of the RedLine headed for Hollywood leaving Union Station at somewhere between 11:50 pm and midnight was peopled by 10-15 or more males (with one or two apparent female bodies in comparison) -- one of whom was sexually preening and soliciting, the other who appeared to be 'out-of-it' mentally.

The car I finally chose, had less sleepers and apparent destitute people experiencing homelessness than the other four or five cars.

The train sat in the station for 10-15 minutes before taking off. More people filled all cars and mine was filled with males that were acting erratically, dangerously, and openly smoking what appeared to be fentanyl (Fentanyl) and in other cases weed (marijuana) and possibly other substances.

I was the only apparent female body in the car, the only non-BIPOC person in the car, and the only person dressed in more than rags.

The reason that is important is to illustrate who the "policing" affects -- exceedingly high rates of male, BIPOC, substance using people.

Twice the rail was held up at a station or two away from Union station on it's way to Hollywood. We literally sat for 17+ minutes at one station while the train waited for an oncoming Union station bound train to clear the one rail that was open at that time of night because of Metro maintenance.

I do not have the words at the moment to describe how terrified I was. My fears went to theft, rape, being attacked possibly murdered, or otherwise hostilely accosted. There would have been nothing I could have done. I was physically smaller than EVERYONE in that car, and by the time we were sitting in a second station stop waiting for clearance to move on, another 10 males fitting earlier descriptions had boarded.

I couldn't even call for help, because even though my iphone is an old iphone 6S it is distinctive and probably wouldn't have gotten reception in the train because I have to use a low-economic carrier. I add this, because in all rail cars there ought to be wifi. Wifi is a normal part of everyday life and it provides a safety factor for all.

I couldn't even stand to ring the driver from the stations provided in the rail-car for help if I'd had to because that would have drawn the attention of every person on that car.

I only had to travel from Union Station to Westlake/MacArthur Park station and then walk home.

I couldn't get off at Westlake/MacArthur Park station -- 20 people from my car got off, and Westlake/MacArthur Park station is a hotbed of gang-, drug-, hostility- (from physical attacks to rape to murder) activity especially at that time of night.

I had to get off at Wilshire/Vermont (Koreatown) and walk back.

I am immensely grateful for the Metro Ambassador that was "working" the Wilshire Vermont station at that time of night. I was able to walk up to him and talk for a moment and give the others who were exiting or on the platform that I was getting or sharing information -- before braving walking up the flights of steps (the escalator wasn't working), and I will not enclose myself in an elevator where there's no chance of escape if something goes awry with another 'customer' in the elevator.

FYI -- elevators are known stops (because they do just that, they stop) for fatty users to light up.

Had I the financial flow to facilitate my calling an Uber or Lyft from Union Station to my destination in MacArthur Park, I would have. There ought to be no need to have to make that kind of call.

I share this story with you because policing has failed transit riders and not led to safety. I know this personally daily, I've used the Metro exclusively since 2015 (before that I used to use motor vehicles I owned, borrowed or rented).

Independent audits and surveys on Metro's policing contracts with the LAPD, LASD, and LBPD have highlighted:

Routine overspending that is unchecked and often not in compliance with contracts;

No plan for safety and no data that has proven that policing on transit has led to safety;

No improvement in emergency response times; and

Continued harassment of and violence against transit riders, which leads to Black and brown transit riders feeling unsafe.

I expect my Metro to do better for its transit riders. Of which I am one.

Make a difference -- doing the same thing over and over does not stop the insanity.

As a deeply affected rider of Metro, I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Thank you.

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 6:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 7:02 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 7:07 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As someone who is switching careers and won't be able to afford a car, I will RELY on Metro. DAT has a responsibility to make data driven decisions, and there is not data supporting more policing. Money is better spent on infrastructure!!

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 7:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 7:48 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 8:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 8:47 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 9:06 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 9:13 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 9:18 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 9:28 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

To Los Angeles Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 9:34 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Stop and divest on policing contracts.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 9:38 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

The transit ambassador program is key in making sure there are no unnecessary deaths on our trains. These people are incredible and have been trained to deal with mental health crises without force. No one should have to die if they are experiencing a mental break. They need help, not harm.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 9:42 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED] >

**Sent:** Thursday, March 16, 2023 9:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

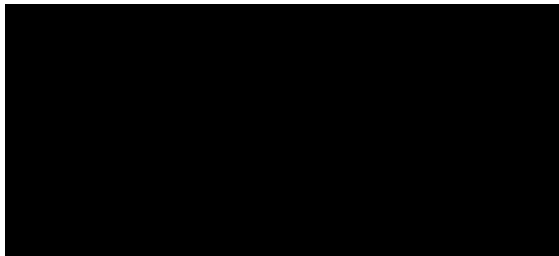
- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

--



**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 9:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:05 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



[Redacted]

[Redacted]

**Sent:** Thursday, March 16, 2023 10:08 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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

From: [REDACTED]

Sent: Thursday, March 16, 2023 9:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

Sent from my iPhone

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 10:32 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 10:36 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:38 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:38 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a frequent rider of the metro (mostly gold and red lines) and have only seen police presence as a threat. Rather than keep us "safer" they engage in shakedowns like issuing a ticket for drinking a coffee on the platform, or profiling which people to do a fare inspection. The redline especially is in need of mental health and public outreach services, not police. Maybe people wouldn't need to sleep on the metro if we had enough safe shelters, something that could be funded with the money currently used for policing.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:38 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a public transportation user without a car, this issue is especially important to me. I shouldn't have to sacrifice safety for the fact that I don't have a car, and armed cops do not make us safe.

Sincerely,

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



**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 10:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police do not keep us safe. They don't make us feel safe. They respond to and do not prevent crime. Metro needs sooo many other things. This is not a priority and it's also actually causing harm.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a frequent metro rider, it's important to me that public transit is a safe and welcoming environment for all.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:44 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I ride the Metro nearly daily from central LA to Long Beach, to the westside, or beyond. I can assure you the squads of cops do nothing to change the reality of Metro riders who face all kinds of other challenges, including our neighbors who find shelter there (to no fault of their own or Metro). It is merely bleeding the budget. Time to reimagine safety, address the real causes of the transit challenges with improved service and make Metro work for all.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:44 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Brian Kaneda

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:50 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 10:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

The city and LA Metro has already invested several millions of dollars into policing which has failed to keep our city and metro stations safe. We should instead put money into services and solutions that are more effective in keeping \*everyone\* safe, including the unhorsed, rather than an institution that has a track record of harming, brutalizing, and even murdering members of our most vulnerable communities. Let's be humane and smart about this and reimagine public safety.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 10:56 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 11:04 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 11:14 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 11:24 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

In my experience on public transit police's presence only leads to more violence/trouble. They simply lack the soft skills it takes to keep a full spectrum of people safe. I've definitely seen the ambassador program work well as I ride the gold line frequently. They are friendly, informative and I've seen numerous instances of their ability to deescalate tense/violent scenarios. Let's see more of those types of solutions and less cops. It's better for everyone involved!

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 11:26 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I ride the Metro often, and feel much safer with trained crisis response teams onsite, rather than armed officers. I love this program!

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 11:39 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Cops never result in more protection , they have already killed multiple people.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 11:52 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 12:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Police on the Metro are not effective and just increase the opportunity for violence. Let's help our neighbors!

Sincerely,

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

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

From: [REDACTED]

Sent: Thursday, March 16, 2023 12:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 12:53 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am a regular user of the LA Metro, and I'd love for the experience to be a safe one for all. We need compassion, not policing.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:54 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 1:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Marjorie Pier

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 1:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 1:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 2:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 2:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 2:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 2:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]

Sincerely,

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

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

From: [REDACTED]

Sent: Thursday, March 16, 2023 2:43 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

Why continue to do what has never worked and in fact only made things worse while the public transit agency is starved for funds?

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.



Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Thursday, March 16, 2023 3:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

██████████  
██████████

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 4:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Angelenos deserve reliable public transportation without police surveillance. In a world-class city such as ours, we should be prioritizing infrastructure that supports the livelihood of working people, instead of criminalizing and our city's residents.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 4:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 4:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I am concerned about the safety of all passengers and police response does not address the problem of low ridership or violence. We must care for each other and spend our money on science-based solutions. Thank you!

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 4:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I further add that recent data shows that despite spending ~\$923M in policing LA Metro, crime has only increased and considerably so. Furthermore, a 2021 released study from LA Metro showed that 4 out of 5 riders had safety concerns relating to discrimination or profiling by police on LA Metro. These riders also expressed a preference for unarmed security staff over other armed law enforcement entities by 8 points or more, depending on the agency.

Support for further funding of armed police on Metro goes against the data and preference of Metro riders. To continue funding policing of LA Metro would be strictly ideological in nature, and unbecoming of the obligations the LA metro board has to its riders

Sincerely,

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

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 6:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

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

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]

[REDACTED]

**Sent:** Thursday, March 16, 2023 6:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 16, 2023 7:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

JOHN NOLTE  
Councilmember, District Number One

March 22, 2023

# OFFICE OF THE CITY COUNCIL

VIA EMAIL: BoardClerk@metro.net  
Metro Board of Directors



**Re: Support for Motion 19.1**

Legislative Advocacy and Funding Plans for Next Grant Cycle for Transit and Intercity Rail Capital Program (TIRCP) Grant Application

Dear Chair Najarian and Members of the Metro Board of Directors:

I am a City Councilperson in Pomona, District 1, and a member of the Metro Gold Line Phase II Joint Powers Authority. I write in strong support of Motion 19.1 by Directors Sandoval, Barger, Hahn, Solis, Najarian, and Dutra. I want to especially thank Pomona's Mayor, Tim Sandoval, for his longstanding leadership on the Metro Board, which has been key to the progress the project has made so far, including its exciting and transformational extension to Pomona.

As thrilled as we are for the Pomona connection, the Gold Line will simply not be complete until it reaches Montclair. I fully endorse the reasons laid out in the Motion for urgent, concerted action to obtain the remaining funding. The connections in Claremont and at the Montclair Transit Center are undoubtedly critical for current and future residents (especially low-income and other disadvantaged residents) of those two cities and all parts east.

I want to add that, in addition to the 10,000 units of transit-oriented housing, mentioned in the Motion, that are planned near the Claremont and Montclair stops, another 10,500 housing units are currently contemplated as part of the early-stage Specific Plan being developed by Fairplex (located in my Council District) and the City of Pomona. Over the next few decades, those neighborhoods, the continuation of the L.A. Fair, and potentially 1.1 million square feet of commercial retail space and 200 acres of open space, will transform the area into a year-round destination. The possibilities for Pomona and the region are exciting, but current residents are understandably concerned about the potential for traffic and congestion. When visitors from the Inland Empire can arrive via public transportation—through the transportation hub in Montclair and then the Gold Line—a lot of those concerns will likely be greatly alleviated. Not

only will Pomona residents be less inconvenienced, but the experience of our visitors will also be greatly enhanced, increasing the vibrancy and viability of the Fairplex development.

Thank you for your service, and your unwavering support for the completion of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "John Nolte", with a long horizontal flourish extending to the right.

JOHN NOLTE

Pomona City Council Member, District 1



February 24, 2023

The Honorable Isaac Bryan  
California State Assembly  
1021 O Street, Sacramento, CA 95814

**RE: Assembly Bill 364 – Street furniture data: statewide integrated data platform - SUPPORT**

Dear Assemblymember Bryan:

On behalf of the undersigned organizations, we write to share our support for Assembly Bill 364 (Street furniture data: statewide integrated data platform) because it will prioritize shade as an essential need for low-income transit riders, seniors, and people of color who are on the frontlines of climate change. The bill would require local transit agencies to submit data on street furniture, including bus shelters, public toilets, and benches, so that transit users can make an informed decision on their transit trip based on available infrastructure.

Street furniture is a public asset—similar to libraries and parks—used by seniors as a rest stop, bus riders to protect themselves from the elements while waiting for the bus, and families seeking a cool spot during heat waves. Just like transit routes, this data should be easily accessible to the public via mapping programs and apps. AB 364 would ensure that this data is available to everyone whilst also identifying opportunities, through the Caltrans Interagency Transportation Equity Advisory Committee, to address inequitable access to climate-resilient street furniture.

Lack of shade is an issue of equity and climate justice in disadvantaged communities. Communities of color and low-income riders are disproportionately exposed to rain, sun, and excessive heat caused by rising temperatures. These conditions are exacerbated by the heat-island effect of pavement and borne out by the scarcity of shade in cities and counties throughout California. A study published in [Wilderness and Environmental Medicine](#) found that the rates for emergency department visits for heat-related causes increased by 67 percent for African Americans, 63 percent for Hispanics, 53 percent for Asian Americans, and 27 percent for White people from 2005 to 2015.

Currently, extreme heat is the largest killer of Americans, more so than any other climate-fueled hazard. According to the LA Times, 3,900 people died due to heat-related causes in the last decade. In 2020, emergency room visits increased by 10 times the normal number during record-breaking heat as high as 121 degrees in the County of Los Angeles. More than 80% of the estimated 12,000 people in the United States who die of heat-related causes annually are over the age of 60, according to [Climate Central](#). Without adequate planning and resources, these fatalities and associated health risks will be compounded by the increase in older Californians by the end of this decade. By 2030, a quarter of the state's population will be over the age of 60, according to the state's own [Master Plan for Aging](#). With many older Californians relying on public transportation to navigate their communities, addressing the effects of extreme heat at bus stops becomes a critical matter of public health.

For low-income workers, seniors, and people with disabilities who rely on bus transit as their primary mode of transportation, not having shade is potentially fatal. Shade structures can lower the temperature of surfaces by 25 to 40 degrees Fahrenheit. This is why a [study conducted by the Los Angeles Urban Cooling Collaborative](#) found that 1 in 4 lives lost during heat waves could be saved with better shade and climate-resilient infrastructure like streets furniture, and most of the lives saved would be in low-income communities and communities of color.

Bus shelters can also provide for the safety, convenience, accessibility, and comfort of bus riders. Emergency call buttons, lighting, and real-time bus schedules are some examples of critical safety features. The lack of shelter deters people from using buses which makes it harder for California to achieve its greenhouse gas emissions goals.

Assembly Bill 364 stands to increase the use of public transit, improve conditions and accessibility for pedestrians, improve air quality, and reduce greenhouse gas emissions by making street furniture data available to everyone. We thank you for authoring this bill.

Yours,

Eli Lipmen  
Executive Director  
Move LA

Nailah Pope-Harden  
Executive Director  
ClimatePlan

David Azevedo  
Associate Director  
AARP California

Jerry Maldonado  
Vice President of Programs  
PolicyLink

Neal Richman  
Chair  
Aging & Disability Transportation Network

Sofia Rafikova  
Policy Advocate  
Coalition for Clean Air

Hannah Estrada  
Community Education & Organizing  
Coordinator, S.F Lead  
Youth Vs Apocalypse

Veronica Padilla-Campos  
Executive Director  
Pacoima Beautiful

Bryn Lindblad  
Deputy Director  
Climate Resolve

Tamara Rasberry Harris  
Executive Director  
40 Acre Conservation League

Marc Vukceвич  
Co-Director of State Policy  
Streets for All

Amy Thomson  
Transportation Policy and Programs  
Manager  
Transform



March 22, 2023

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012-2952  
*Via email to BoardClerk@metro.net*

**Re: Oppose Item 23, Extension of current multi-agency transit law enforcement contracts**

Dear Metro Board of Directors:

No matter who you are or where you're going, riding the Metro should be a safe, reliable, and accessible experience for all Angelenos.

But each year, the Los Angeles Metro Board of Directors — a public body made up of various city and county officials — wastes \$222-million on policing our Metro — a bloated and ineffective approach to commuter safety.

Contracting Metro police causes more harm than good. Officers stop and cite more Black transit riders than any other community, despite Black riders making up only 18 percent of Metro ridership. Officers also target poor and unhoused people accessing public services. We know there are more effective responses to commuter safety that respect people regardless of their race or income.

Last year, the Metro Board of Directors established a program of unarmed transit ambassadors who can address emergencies with professionalism and care. Right now, as it considers renewing contracts, the board should continue to invest in transit ambassadors and Metro infrastructure like better lighting, more reliable timetables and service, and fareless transit.

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

**Signees:**

1. Thurmon A Green, Los Angeles



2. Jenni Noordhoek, Los Angeles
3. Allison M., South Pasadena
4. Jesus Benavides, Los Angeles
5. Lyndsey Nolan, Los Angeles
6. Jacqueline Wu, Los Angeles
7. Gabriel Ramirez, Los Angeles
8. Kim Silverstein, Los Angeles
9. Christian Ramirez, Los Angeles
10. Kris Miller, South Pasadena
11. Carter Moon, Los Angeles
12. Michael Criste, Los Angeles
13. Emily Bishop, Culver City
14. Jose Cruz, Los Angeles
15. Rachel Lu, Los Angeles
16. Stephanie Bunker, Simi Valley
17. Jackson Baugh, Los Angeles
18. Gemma Jimenez, North Hollywood
19. Nicholas Gerber, Los Angeles
20. Daniel White, Venice
21. Alfonso Directo, Los Angeles
22. Alexander Visotzky, Los Angeles
23. Carmina Calderon, Los Angeles
24. Mohammad Tajsar, Los Angeles
25. Minerva Garcia, Los Angeles
26. Tamara Kase, Los Angeles
27. Alyssa Martinez, Los Angeles
28. Aryeh Cohen, Los Angeles
29. Godfrey Plata, Los Angeles
30. Ryan Hitchcock, Los Angeles
31. Dylan Gasperik, Los Angeles
32. Pilar Gonzalez, Los Angeles
33. Scarlett De Leon, North Hollywood
34. Claire Simonich, Los Angeles
35. Ava Marinelli, Los Angeles
36. Tala Oszkay, Culver City
37. Julie Alley, Santa Monica
38. Asiyahola Sankara, Los Angeles
39. Elizabeth Supple, Pasadena
40. Kevin Liu, South Pasadena
41. Hudson Handel, Los Angeles
42. Nina Kin, Covina
43. Ricci Sergienko, Los Angeles
44. Jillian Davis, Los Angeles
45. John Perry, Pasadena

46. David Hernandez, Los Angeles
47. Dain Lopez, Long Beach
48. Matt Trujillo, Los Angeles
49. Maryanne Loverme, Los Angeles
50. Marisol Chavez, Los Angeles
51. Michael Hopson, Los Angeles
52. Eric Dombrosky, Huntington Beach
53. Chris Daniels, Lancaster
54. Adam Adammekrut, Los Angeles
55. Hector Huezo, Compton
56. Monica Monroy, Los Angeles
57. Nancy Olivares, Los Angeles
58. Shewit Zerai, Los Angeles
59. Michael Porter, Los Angeles
60. Morris Carrillo, Valley Village
61. Nick Deliberto, Windsor Hills
62. Elizabeth Medrano, Los Angeles
63. Anneliese Du Boulay, Encino
64. S Jones, San Diego
65. Claudia Calderon, Los Angeles
66. Yvette Amaya, Glendale
67. Dorian Romero, Santa Ana
68. Taina Vargas, Tarzana
69. Jules Cote, Los Angeles
70. Martha Rosario, Diamond Bar
71. Jesse Flores, Norwalk
72. River Rafferty, Claremont
73. Maralina Caldas, Claremont
74. Jeia Savio, Los Angeles
75. Lauren Mar, Claremont
76. Angela Zhou, Temple City
77. Gemma Lynch, Claremont
78. Elise Ringness, Claremont
79. Lyndsey Nolan, Los Angeles
80. Tracy Nguyen, Los Angeles
81. Maria Rubio, Los Angeles
82. Leila Tilin, Austin
83. Ariella Seidman-Parra, San Francisco
84. Amaia Rioseco, Los Angeles
85. Maddie Ribble, Long Beach
86. Jessica Craven, Los Angeles
87. Greg Bartlett, Los Angeles
88. Valerie Morishige, Los Angeles
89. Jonathan Matz, Los Angeles

90. Olga Lexell, Los Angeles
91. Lina Stepick, Portland
92. Kathleen Robinson, Inglewood
93. Corey Arterian, Los Angeles
94. Gerald Phillips, Los Angeles
95. Juan Gonzalez, Los Angeles
96. Veronica Fried, Los Angeles
97. Marissa Ayala, Los Angeles
98. Dan Marion, Los Angeles
99. Dori Goldberg, Richmond
100. Boris Zalder, Los Angeles
101. Jennifer Villagomez, Hawthorne
102. Derek Farias, La Puente
103. Brian Edwards, North Hollywood
104. Judy Branfman, Santa Monica
105. Bruno Huizar, Los Angeles
106. Stephanie Bunker, Simi Valley
107. Kasey Ventura, Los Angeles
108. Wendy Miranda, Los Angeles
109. Becky Dennison, Los Angeles
110. Maryann Aguirre, Montebello
111. Thomas Cone, North Hollywood
112. Melissa Marote, Canoga Park
113. Jared Ettinger, Burbank
114. Lorene Cangiano, Agua Dulce
115. Mckenna Rowe, Los Angeles
116. Jeff Esterby, Los Angeles
117. Mark Gallegos, Los Angeles
118. Susan Walp, Pasadena
119. Janet Pielke, Claremont
120. Laurel Wruble, Encino
121. Lance Vilter, Los Angeles
122. Marjorie Beale, Los Angeles
123. Hillary Ostrow, Encino
124. Jackelinne Gallardo, Los Angeles
125. Patricia Baumgartner, Long Beach
126. Thomas Bourgeois, Los Angeles
127. Mark Gallegos, Los Angeles
128. Maureen Linkogle, Rancho Palos Verdes
129. Renee Cossutta, Sierra Madre
130. Fred Granlund, North Hollywood
131. Dudley and Candace Campbell, Valley Glen
132. Daniel Hernandez, Los Angeles
133. Marilyn Eng, Diamond Bar

134. Janet D Carter, Santa Monica
135. Yigal Arens, Los Angeles
136. Sarah Brown, Los Angeles
137. Joan Levin, Los Angeles
138. Nathaniel Osollo, Baldwin Park
139. Alexander Irvine, Los Angeles
140. Chris Blackburn, Claremont
141. Erica Shehan, Pasadena
142. Jerald Stinson, Long Beach
143. Sandra Kroll, Long Beach
144. Chanel Ly, North Hollywood
145. Diego Cardoso, Los Angeles
146. Raul Franco, South Gate
147. Lisa Van Wijk, Long Beach
148. Nina Berry, Van Nuys
149. R. Yamauchi, Woodland Hills
150. Neal Steiner, Los Angeles
151. Faraz Aqil, Downey
152. Riley O'brien, Los Angeles
153. Jennifer Biswas, Culver City
154. Yuval Yossefy, Los Angeles
155. Patricia Bijvoet, Los Angeles
156. Genette Foster, Pasadena
157. Sherry-Lynn Lee, Thousand Oaks
158. Linda Trevillian, Alhambra
159. Rene Pineda, Los Angeles
160. Judith Forman, Van Nuys
161. Karen Lull, Claremont
162. Denise Spooner, Claremont
163. Michelle Trafficante, South Pasadena
164. Paul Waller, Woodland Hills
165. Tamara Matz, Los Angeles
166. Andres Ramirez, Montebello
167. David Marmor, Los Angeles
168. Anne Sobieski, Pasadena
169. Robert Salinger, Claremont
170. Michael Wisniewski, Hacienda Heights
171. Sherry Vatter, Los Angeles
172. Kristi Barron, Los Angeles
173. Vivian Deutsch, Calabasas
174. John Crahan, Los Angeles
175. Renee Levine-Blonder, Woodland Hills
176. Sandy Williams, Covina
177. William Ferry, Los Angeles

178. Anne Munitz, Santa Monica
179. Dahlia Metchis, Los Angeles
180. Denis Petitt, Burbank
181. Jayci Miyamoto, Long Beach
182. Michele Mcgrath, Los Angeles
183. Beth Lazazzera, Los Angeles
184. Edward Landler, Los Angeles
185. Madison Davey, North Hollywood
186. Patricia Morton, Los Angeles
187. Steven Solomon, West Hollywood
188. William Bower, Lakewood
189. Patricia Goings, Los Angeles
190. Britt P, Long Beach
191. Glen Eichenblatt, Redondo Beach
192. Rocio Ortega, Los Angeles
193. Greg Perkins, Long Beach
194. Beth Milstein, Los Angeles
195. Roth Herrlinger, Santa Monica
196. Melanie Mott, Los Angeles
197. Charlotte Innes, Los Angeles
198. Deborah Holcomb, Los Angeles
199. Jason Pullen, Burbank
200. Lionel Mares, Los Angeles
201. Jay Treadway, Val Verde
202. Jose Pimienta, Burbank
203. Christine Tanaka, Los Angeles
204. Larry Jasper, North Hollywood
205. Jason Lee, Sherman Oaks
206. Mike Miller, Van Nuys
207. Felicia Chase, Encino
208. Jill Davine, Culver City
209. Sam L, Covina
210. Mary Christian, Los Angeles
211. Dana Douglas, Granada Hills
212. Heather Medure, Long Beach
213. Keith Clow, Los Angeles
214. Jason Brock, Los Angeles
215. Kaija Keel, Los Angeles
216. Stephanie Larro, Woodland Hills
217. Mews Small, Littlerock
218. Lynsey Elkin, Santa Clarita
219. Emily Beaghan, South Pasadena
220. Sheeva Lapeyre, Venice
221. Kecia Weller, Los Angeles

222. Chris Daniels, Lancaster
223. Laura Strom, Los Angeles
224. Mark Slater, Los Angeles
225. Justin Simonson, Claremont
226. Maya Bristow-Ingkom, Los Angeles
227. Travis Farver, Pasadena
228. Louise Bianco, Tarzana
229. Marilyn Van Harlingen, Torrance
230. William Breidenbach, Valley Glen
231. Anuj Vaish, Los Angeles
232. C L, San Gabriel
233. Dana Julian, Los Angeles
234. Sarah Schulz, Valley Village
235. Melissa Goodman, Santa Monica
236. Ralph Valencia, Monterey Park
237. Sabrina Ortolano, Los Angeles
238. Dirk Beving, Los Angeles
239. Judith Turner, Marina Del Rey
240. Diana Kliche, Long Beach
241. Mariah Strawder, Los Angeles
242. Elisa Ball, Inglewood
243. Alexis Roth, Van Nuys
244. William J Cleary Jr, Los Angeles
245. Melinda Gorden, Covina
246. Har Simran Khalsa, Los Angeles
247. Sid Gorelick, Van Nuys
248. Sam Dragga, Long Beach
249. Answer Ejiasi, Burbank
250. Zahra Khan, Pasadena
251. Yareli Arizmendi, Los Angeles
252. Pamela Gibberman, Panorama City
253. Susan Gorman, Rolling Hills Estates
254. Tansy Myer, Venice
255. Carolyn Anders, Culver City
256. Tony Whitmore, Santa Monica
257. Prisca Gloor, Los Angeles
258. Candice Montgomery, Reseda
259. Chris Withrow, Los Angeles
260. Hilda Janet Prado, Los Angeles
261. Steve Zelman, Woodland Hills
262. Pauline Maturo, Los Angeles
263. Wendy Hernandez, Los Angeles
264. Michael Tullius, Encino
265. Aaron Fooshee, Canoga Park

266. Pilar Tena, Glendale
267. Simran Kaur, Los Angeles
268. Hannah Gizelle, Inglewood
269. Carolina Goodman, Sherman Oaks
270. Alan Robinson, Monterey Park
271. Raymond Ibarra, Huntington Park
272. Mary L Jack, Venice
273. Helane Weingarten, Los Angeles
274. Joshua Mesman, Los Angeles
275. Jose Sanchez, Hacienda Heights
276. Rhys Marsh, Los Angeles
277. Gordon Snead, Long Beach
278. Cipra Nemeth, Los Angeles
279. Madrio Fleeks, Long Beach
280. Kristin Michel, Santa Monica
281. Lynn Mcleod, Palos Verdes Estates
282. Damon Brown, Los Angeles
283. Jonah Rampe, Los Angeles
284. Kirsten Johnson, Los Angeles
285. Tim Bartell, North Hollywood
286. Madeline Schleimer, Altadena
287. Benjamin Seeder, Los Angeles
288. David M Parker, Sherman Oaks
289. Tania Verafield, Los Angeles
290. Diane Mojica, Arcadia
291. Honorable Al Bey, Paramount
292. Abbie Bernstein, West Hollywood
293. Frank Rahtz, La Canada Flintridge
294. Kayla Kilby, North Hollywood
295. Linda Marten, El Segundo
296. Andrea Carcovich, Torrance
297. Gabriel Reyes, Los Angeles
298. Frank Ortiz, Los Angeles
299. Mandy Chiu, Rowland Heights
300. Gary Green, Pasadena
301. Eric Devezin, San Jacinto
302. Christina Wallerstein, Pasadena
303. Anne Bergman, Sherman Oaks
304. Barbara Bell, Pasadena
305. Zvi Efron, Los Angeles
306. Sarah Adams, Rancho Palos Verdes
307. Jason Causey, Los Angeles
308. Richard Sheinberg, Palmdale
309. Venetia Large, Altadena

310. Deborah Williams, Los Angeles
311. Maryrose Smyth, Altadena
312. Lauren Virdone, Los Angeles
313. Marsha Epstein, Los Angeles
314. Joseph Hoffman, Los Angeles
315. Debra Vickroy, Pasadena
316. Karen Hellwig, Los Angeles
317. Madeline Shapiro, Whittier
318. Vivian Tyson, Compton
319. Jerry Schneider, Los Angeles
320. Sarah Gallagher, Santa Monica
321. Caesar Pascual, Carson
322. Julia Morez, Sierra Madre
323. Paul McRae, Torrance
324. Connie Kwong, Los Angeles
325. Megan Mcnamara, North Hollywood
326. Hope C'dealva-lenik, West Hills
327. Deborah Ebersold, West Hollywood
328. Peter Cox, Mission Hills
329. Rebecca Moger, Lakewood
330. Erin Garcia, West Los Angeles
331. Cathleen Calderon, San Fernando
332. Terence Pearce, Los Angeles
333. Mark Giordani, Woodland Hills
334. Stephanie Larro, Woodland Hills
335. Karen Reside, Long Beach
336. Lee Carlisle, Los Angeles
337. Anastasia Baran, Los Angeles
338. Michelle Hochstein, Los Angeles
339. Adam Palermo, Los Angeles
340. Ellen Weissbuch, Los Angeles
341. Marion Schulman, Los Angeles
342. Brian Kuhn, Santa Monica
343. David Kurz, Los Angeles
344. Msr Sverio, Long Beach
345. Jesse Calderon, Baldwin Park
346. Titiphan Vutiprichar, Venice
347. John Palafoutas, Los Angeles
348. A Davis, Long Beach
349. Loretta Nathan, Los Angeles
350. Lauren Gardiner, Los Angeles
351. Latia Suttle, San Pedro
352. Carol Ng, Los Angeles
353. Twyla Meyer, Pomona



354. Shannon Poe, Long Beach
355. Jerry Tobe, Los Angeles
356. Juan Gomez, Los Angeles
357. MZlissa Adams, Los Angeles
358. Jason Kohler, Los Angeles
359. Alicia Cheak, Sherman Oaks
360. Ashley Jessup, Los Angeles
361. Sara Daleiden, Los Angeles
362. Hugh Moore, Los Angeles
363. Alyssa Moffitt, Los Angeles
364. Shereen Mcdade, Los Angeles
365. Yvonne Martinez, Santa Monica
366. Marcela Luna, Pasadena
367. Nicole Knudsen, Valley Village
368. Daniel Bianca, Los Angeles
369. Nina Nelson, Los Angeles
370. Tracy Elliott, Studio City
371. Mary Mcauliffe, Hollywood
372. Jasmine Croom, Los Angeles
373. Ina Komins, Toluca Lake
374. Richard Lees, Culver City
375. Janet Maker, Los Angeles
376. Michael Wiles, Los Angeles
377. Susan Brisby, Lancaster
378. Eileen Robinson, Orange
379. Mario Uribe, Sun Valley
380. Deborah Jenkins, Hacienda Heights
381. John Cooke, Los Angeles
382. Kim Frias, Mission Hills
383. Kay Cessna, Los Angeles
384. Yvonne Lopez, La Habra
385. Janet Maker, Los Angeles
386. Susannah Baxendale, Culver City
387. Al Shayne, Los Angeles
388. Deborah Kelly, Pasadena
389. Ian Whitman, Los Angeles
390. Simone Heckerman, Santa Monica
391. Eric Mattei, West Hills
392. Leslie Gordon, Burbank
393. Mark Price, Redondo Beach
394. Alan Chen, Los Angeles
395. Dave Lutz, Claremont
396. Jenner Pascua, Los Angeles
397. Kathleen Goldman, Manhattan Beach

398. Ralph Bocchetti, Arcadia
399. Martin Barrera, Los Angeles
400. Abhimat Gautam, Santa Monica
401. J Yudell, Santa Monica
402. Kim Turner, Los Angeles
403. Nicholas Fisher, Gardena
404. Micki Anderson, Canoga Park
405. Andrew Pish, Los Angeles
406. Marc Silverman, Los Angeles
407. Joy Zadaca, Long Beach
408. Brian Ulm, Monrovia
409. Rebecca Crane, Los Angeles
410. Aida Marina, South Pasadena
411. Jesse Croxton, Venice
412. Marvin Moss, North Hills
413. Michael Szeto, San Marino
414. Madeleine Johnson, Long Beach
415. Sarah Daniel, Chatsworth
416. Donna Sternberg, Santa Monica
417. Aubrey Schoeman, Claremont
418. Alex Morales, Sherman Oaks
419. Velinda Rockello, Los Angeles
420. Bernie Eisenberg, Los Angeles
421. Deborah Holcomb, Los Angeles
422. Jason Park, Arcadia
423. James Woodson, Glendale
424. Louise Kay Uy, Los Angeles
425. Alan Goodson, Los Angeles
426. Barri Rosenblum, Studio City
427. Llauren Peralta, Los Angeles
428. Deanna Antonian, Glendale
429. Jessica Cuthbert, Lakewood
430. Marty Bostic, Los Angeles
431. Krista Amigone, Los Angeles
432. Lauren Lomeli, Pomona
433. Heather Mclarty, Los Angeles
434. Oscar Narro, South Pasadena
435. Wesley Rowe, Los Angeles
436. Ashley Genz-Sandoval, Los Angeles
437. Kavisha Prajapati, Cerritos
438. Chase Badgett, Long Beach
439. Annie Hinh, El Monte
440. Elizabeth Seaford, Glendale
441. Fionna Davis, Eureka

442. June Voros, Los Angeles
443. Thomas Zachary, La Crescenta
444. Mark Fuller, Carson
445. Faye Espiritu, Castaic
446. Carlos Navarrette, Los Angeles
447. Klara Firestone, Beverly Hills
448. Michael Chaskes, Los Angeles
449. Ameena George, Pasadena
450. Robert Carpenter, North Hollywood
451. Babak Dorji, Los Angeles
452. Tanya Cabral, North Hollywood
453. Jeanne Schuster, West Covina
454. Amy Eicher, Tujunga
455. Zully Juárez, Huntington Park
456. Magally Miranda, Los Angeles
457. Danielle Zucchini, Venice
458. Griffin Rowell, Los Angeles
459. Natalie Lara, Los Angeles
460. Matthew Henson, Los Angeles
461. Yellowbird Taylor, Altadena
462. Maya Douglas, Gardena
463. Mariana Huerta, Los Angeles
464. James Solano, Montebello
465. Joe Linton, Los Angeles
466. Georgina Morgan, Los Angeles
467. Cynthia Friedman, Los Angeles
468. Laura Herndon, Burbank
469. Molly Ortiz, Los Angeles
470. Miriam Berro Krugman, Long Beach
471. Renee La Pan, Hollywood
472. Tiffany Bailey, Los Angeles
473. Alex Calvert, Los Angeles
474. Julie Alley, Santa Monica
475. Ashley Locke, Long Beach
476. Laura Claus, North Hollywood
477. Thurmon Green, Los Angeles
478. Maureen Mcgee, Pacific Palisades
479. Sara McCleskey, Los Angeles
480. Leslie Johnson, Los Angeles
481. Stephanie Tanimoto, Torrance
482. Mallory Sherer, Los Angeles
483. Kristy Fernandez, Whittier
484. Megan Jones, Long Beach
485. Amanda Goad, Los Angeles

486. Jennifer Fletes-Galindo, Los Angeles
487. Cynthia Perez, Bell
488. Diana Horowitz, Woodland Hills
489. Susan Mccorry, Santa Monica
490. Sarah Back, Los Angeles
491. Sandra McNeill, Los Angeles
492. Kelsie Anderson, Irvine
493. Liliana Trejo, Inglewood
494. Julia Bredrup, Los Angeles
495. Ryan Wentz, Los Angeles
496. Ava Marinelli, Los Angeles
497. Anna Czosnyna, Los Angeles
498. Marian Shelley, Los Angeles
499. Roberta Klug, Monterey Park
500. Cori Alegria, Los Angeles
501. Lyndsey Nolan, Los Angeles
502. Alejandra Chavez, Los Angeles
503. Cindy Reyes, Los Angeles
504. Berklee Donovan, Los Angeles
505. Vlad Vladimir Santos, Los Angeles
506. Nikita Hamilton, Culver City
507. Jon Katz, Santa Monica
508. Lee James, Los Angeles
509. Kari Wenger, Monrovia
510. Ana Cruz, Los Angeles
511. Nzinga Diahann Greenidge, Cerritos
512. Kristen Brown, Los Angeles
513. Keenan Do, Los Angeles
514. Sharon Ng, West Covina
515. Kimberlee Holmes, Los Angeles
516. Lester Powell, Los Angeles
517. Kathryn Summers, Santa Monica
518. Kim Zamarripa, South Pasadena
519. Sofia Lopez Singleton, South Pasadena
520. Oscar Lopez, Los Angeles
521. Samuel Shapiro-Kline, Los Angeles
522. Jason Sleisenger, Los Angeles
523. Harmony Diaz, Whittier
524. Jennifer Arenas, Long Beach
525. Caitlin Krier, Los Angeles
526. Allon Percus, Santa Monica
527. Julie Alley, Santa Monica
528. Xochitl Cordova, Los Angeles
529. Robyn Burke, Los Angeles

530. Mary Veral, Los Angeles
531. Clint Tauscher, Los Angeles
532. Verneen Mincey, North Hills
533. Jessica Moseley, Los Angeles
534. Kaitlin Scott, Los Angeles
535. Maya Gomez, Los Angeles
536. Greg C., Santa Ana
537. Ryan Marohn, Los Angeles
538. Diana Vargas, San Diego
539. Laurel Tucker, Claremont
540. Dax Goldstein, Los Angeles
541. Alexander Simon, Los Angeles
542. Laura Pacheco, South Gate
543. Dorothea Rodgers, Los Angeles
544. Stephen Jones, Los Angeles
545. Zoe Nissen, Los Angeles
546. Clarissa Woo Hermsillo, Monterey Park
547. Xally Salgado, Anaheim
548. Emily Caesar, Los Angeles
549. Josh Cretella, Los Angeles
550. Allie Hirsch, Valley Village
551. Rebecca Green, Los Angeles
552. Virginia Lopez, Los Angeles
553. Sullyari Bautista, Los Angeles
554. Sandra Romero, Huntington Park
555. Francisco Espinosa, Los Angeles
556. John Rios, Los Angeles
557. Julio Jose Figueroa, Los Angeles
558. Allie Romano, Los Angeles
559. Molly Ostertag, Los Angeles
560. Journie Ma-Johnson, Los Angeles
561. Josh Creter, North Hollywood
562. April Wolfe, Los Angeles
563. Di Barbadillo, Los Angeles
564. Laura Salazar, Alhambra
565. Hermes Padilla, Los Angeles
566. Preston Melbourneweaver, Los Angeles
567. Jason Bautista, Los Angeles
568. Carlos Arceo, Downey
569. Jannet Rodriguez, Los Angeles
570. Linda Sibkhe, Los Angeles
571. Tara Assi, Hawthorne
572. David Moore, Burbank
573. Jorge Canez, Los Angeles

574. Daisy Villafuerte, Los Angeles
575. M'chel Angela Martinez, Los Angeles
576. Nell Bennett, Los Angeles
577. Darcy Laparra, North Hollywood
578. Ivana Munguia, Los Angeles
579. Paul Lichterman, Los Angeles
580. Erin Moore, Los Angeles
581. Katie Edgerton, Los Angeles
582. Ashley Brim, Los Angeles
583. Lani Engstrom, Los Angeles
584. Kristen Beck, Valencia
585. Kevin Carter, Los Angeles
586. Richard Gagliano, Los Angeles
587. Rachel Rosenbloom, Los Angeles
588. Brad Kaiserman, Los Angeles
589. Aaron Van Pelt, Venice
590. Rebecca Himmelstein, Los Angeles
591. Yasmin Sabrina Fodil, Studio City
592. Jenna Maranga, North Hollywood
593. Jessica Mcneil, North Hollywood
594. Kelty Walker, Santa Monica
595. Ashley Graham-Wilcox, Manhattan Beach
596. Jeanne Black, Culver City
597. Joan Harper, La Canada Flintridge
598. Robyn Heller, Glendale
599. Beth Baker, Tujunga
600. Gail Tang, Los Angeles
601. Lisa Butterssmith, North Hollywood
602. Ashley Glacel, Los Angeles
603. Keith Pakiz, Glendale
604. Robert Parsons, Glendale
605. Bri Price, Hawthorne
606. Tiana Mckenna, Los Angeles
607. CJ Savage, Los Angeles
608. Ruby Condon, Los Angeles
609. Jennifer Stithem, Valley Village
610. Emily Loveless, Los Angeles
611. Akio Katano, Los Angeles
612. Marianne Drummond, Long Beach
613. Annie Devoe, Claremont
614. Tobin Demarco, Long Beach
615. Allen Martsch, North Hollywood
616. Theo Zucker, North Hollywood
617. Emily Skehan, Van Nuys

618. Patty Sparks, Sherman Oaks
619. Elizabeth Belli, Los Angeles
620. Cody Sloan, Los Angeles
621. Julia Koerber, Los Angeles
622. Geoffrey Golden, Los Angeles
623. Jillian Burgos, North Hollywood
624. Nick Gauger, Los Angeles
625. Lyssa Axeen, Pasadena
626. Hannah Kazim, Long Beach
627. Jake Sternberg, Los Angeles
628. Mike Bash, Los Angeles
629. Clay Lorant, Los Angeles
630. Keytiana Hempstead, Los Angeles
631. Herley Jim Bowling, Los Angeles
632. Jessamy Gloor, Pasadena
633. Chelsea Boyle, Irvine
634. Aaron Quantz, Woodland Hills
635. Elise Kalfayan, Glendale
636. Jennifer Tooley, El Segundo
637. Emily Boyle, North Hollywood
638. Sarah Eggers, Pasadena
639. Caitlin Duffy, Los Angeles
640. Jill Aguilar, Los Angeles
641. Maureen Shannon-Chapple, Los Angeles
642. Hannah Gibson, Los Angeles
643. Gillian Zwick, Los Angeles
644. Jess Imme, Beverly Hills
645. Julie Alley, Santa Monica
646. Sarah Bowers, Los Angeles
647. Joseph Bobman, Los Angeles
648. Sierra Marcelius, Los Angeles
649. Lucas O'Connor, West Hollywood
650. Gavi Klein, Los Angeles
651. Amanda Lindell, Capitola
652. Teresa Price, North Hollywood
653. Melissa Butts, Los Angeles
654. Una Jost, Pasadena
655. Maryann Gallo, Los Angeles
656. Ashley Locke, Long Beach
657. Colin Doty, Burbank
658. Kelsey Stefanson, Los Angeles
659. Bryne Rasmussen, Los Angeles
660. Melissa Manousos, Los Angeles
661. Selina Ho, San Gabriel

662. Jo Parker, Altadena
663. Chris Cohen, Altadena
664. Danielle Carne, Los Angeles
665. Maria Ahverdyan, Los Angeles
666. Darren Hall, Los Angeles
667. Deborah Markus, Santa Monica
668. Allison Riley, Los Angeles
669. Eli Noble, Port Townsend
670. Alexis Rheinwald-Jones, Los Angeles
671. Jennifer Collins, Pasadena
672. Alejandra Miron, Palmdale
673. Victoria Friesen, South Pasadena
674. Jacqueline Wu, Los Angeles
675. Calvin Han, Los Angeles
676. Marlene Paradee, Los Angeles
677. Tara Gardner, Los Angeles
678. Elijah Teller, Glendale
679. Carol Feucht, Los Angeles
680. Lena Williams, Los Angeles
681. Yolanda Navarrete, Lincoln
682. Catherine Safley, Panorama City
683. Amanda Baber, Los Angeles
684. Tzarina Sophia Ramos Zapata, Bell
685. Rd Plasschaert, Los Angeles
686. Sherry Varon, Los Angeles
687. Logan Nielsen, Fullerton
688. Jayme Kusyk, Los Angeles
689. Jessica Shitara, Long Beach
690. Melanie Havelin, Los Angeles
691. Page Marsella, Venice
692. Emilia Richeson, Monrovia
693. Chris Riddle, Los Angeles
694. Sarah Cayer, Los Angeles
695. Anne Madariaga, Los Angeles
696. Trevor Byrne, Los Angeles
697. Delaney Ivey, Los Angeles
698. Alika Valdez, Los Angeles
699. Caroline Lacy, Los Angeles
700. Sydney Otoole, Los Angeles
701. Alan Saunders, Los Angeles
702. Justine Jasuale, New Milford
703. Henry Todd, Tarzana
704. Jaime Reed, Santa Monica
705. Diana Arterian, Los Angeles



706. Jack MacCarthy, Los Angeles
707. Amy Vreeman, Burbank
708. Urzulo Glaviano, Los Angeles
709. Max Kennedy, Los Angeles
710. Grace Doyle, Los Angeles
711. Kathy Yamamoto, Los Angeles
712. Lindsay Johnston, Glendale
713. Robert Chlala, Los Angeles
714. Brian Kaneda, Los Angeles
715. Hannah Utt, Los Angeles
716. Eugene Pesikov, Los Angeles
717. Gabe Diani, Los Angeles
718. Marjorie Schuetz, Los Angeles
719. Cathy Taylor, Los Angeles
720. Giancarlo Seixas, Studio City
721. Reid Uhrich, Pasadena
722. Kathryn Hempstead, Los Angeles
723. Alex Cave, Los Angeles
724. Brenna Zedan, Monrovia
725. Brittany Meckelborg, Los Angeles
726. Emma Soren, Santa Monica
727. Karmen Pang, Chino Hills
728. Jane Chu, Los Angeles
729. Katherine Go, North Hollywood
730. Grace Ohara, Los Angeles
731. Kimberly Berry, Altadena
732. Lily Ontiveros, North Hollywood
733. Marjorie Pier, Sonoma
734. Amir Talai, West Hollywood
735. April Imme-Sakaluk, Beverly Hills
736. Anthony Arenas, Los Angeles
737. Kay Rose, Los Angeles
738. Vanessa Lopez, Morro Bay
739. Emma Windsor, Los Angeles
740. Maddie Gavin, Los Angeles
741. Dawy Rkasnuam, Signal Hill
742. Andrew Reich, Los Angeles
743. Samantha Lappin, Sherman Oaks
744. Sarah Dooley, Los Angeles
745. Sophia Rome, Los Angeles
746. Mara Woods-Robinson, Los Angeles
747. Sam Royall, Los Angeles
748. Camille Devoney, Los Angeles
749. Jane Affonso, Redondo Beach

750. Kerry Browne, Los Angeles
751. Fanny Berger, Los Angeles
752. Clare Eberle, Los Angeles
753. Peggy Lee Kennedy, Venice
754. Patrick Dillon, Van Nuys
755. Karin Rice, Pasadena
756. Shifra Teitelbaum, Culver City
757. Elizabeth Hamilton, Los Angeles
758. Haley Bresnahan, Los Angeles
759. Jessenia Garcia, Los Angeles
760. Martha Camacho Rodriguez, Downey
761. Charlotte Soestini, Culver City
762. Maddie Seales, Los Angeles
763. Tessa Garbely, Somerville
764. Michelle Lovett, Henderson
765. Alfa Ulep, Honolulu
766. Ejame Medal, Lynwood
767. Kristin Cuzick, Reseda
768. Rich C., Chula Vista
769. Andres Gallegos, Los Angeles
770. Christina Hang, Los Angeles
771. Gwendolyn Snyder, Venice
772. Ramon Avila, Compton
773. Olivia Ramirez, South Pasadena
774. Cynthia Bourjac, Los Angeles
775. Amanda Begley, Los Angeles
776. Lena Williams, Los Angeles
777. Renee Choi, Los Angeles
778. Grant Sunoo, Los Angeles
779. Laura Edwards, Los Angeles
780. Kiernan Elam, Los Angeles
781. Jacqueline Tsai, San Diego
782. Thomas Kim, Los Angeles
783. Carene Mekertichyan, Los Angeles
784. Harrison Chapin, Claremont
785. Mia Livas Porter, Los Angeles
786. Rachael Mason, Los Angeles
787. Lisa Beebe, Los Angeles
788. Eirene Donohue, Los Angeles
789. Jessica Eason, Los Angeles
790. Julie Alley, Santa Monica
791. Maya Mackey, Los Angeles
792. Natasha Yen, Claremont
793. Kathryn Ryan, Los Angeles

794. Carmen Conde, Pasadena
795. Sarah Eggers, Pasadena
796. Julia Hiser, Los Angeles
797. Nicole Knudsen, Valley Village
798. Valeria Alcaraz, Duarte
799. Kevin Shin, Culver City
800. Eli Akira Kaufman, Los Angeles
801. Hava Bazz, Downey
802. Jessica Craven, Los Angeles
803. Christopher Michel, Marina Del Rey
804. Alex Voelmle, Burbank
805. Sofia Salazar, Los Angeles
806. Leah Harrison-Lurie, Claremont
807. Erin McGee, Los Angeles
808. Sandra Madera, Los Angeles
809. Emiliana Dore, Los Angeles
810. Wallis Edwards, Upland
811. Selene Li, Claremont
812. Jadon Piha, Mercer Island
813. Rebecca Rufer, Los Angeles
814. Aviana K, Buena Park
815. Journey Lipscomb, Claremont
816. Kate Grodd, Los Angeles
817. Krissy Borowiak, Washington
818. Joshua Becerra, Claremont
819. Marc Weiss, Pasadena
820. Bradley Valdez, Los Angeles
821. Olivia Rosenberg-Chavez, Claremont
822. Corinne Dotts, Claremont
823. Isabel Detre, Claremont
824. Yosie Perez, Canoga Park
825. Austin Boldt, Los Angeles
826. Yolanda Davis-Overstreet, Los Angeles
827. Danika Claiborne, San Francisco
828. Abiu Izquierdo, Los Angeles
829. David Mekertichyan, West Hollywood
830. Xochitl Cordova, Los Angeles
831. Marina Watanabe, Los Angeles
832. Zachary Elgart, Los Angeles
833. Alison Vu, Long Beach
834. Joseph Chang, San Gabriel

March 22, 2023

Chair Ara Najarian  
LA County Metro Board of Directors  
Board Administration  
One Gateway Plaza, MS: 99-3-1  
Los Angeles, CA 90012

**Re: General Comment - Support for increased public safety**

Dear Chair Najarian,

I am [REDACTED]

[REDACTED] I am deeply concerned about the safety and cleanliness of the 7<sup>th</sup> street Metro Station for our employees, vendors and tenants who work in our buildings. I write to strongly support a multi-layered public safety approach on the Metro system and at stations that allows riders to take trains and buses safely while protecting people's civil rights.

Metro staff have recommended updates to the code of conduct, a focus on policing without bias, an increase in the number of Transit Security Officers employed by the agency and the continuation of contracts with law enforcement agencies. **I am in support of these efforts and appreciate Metro CEO Stephanie Wiggins' leadership as she, her team, and the Board work to address the major societal challenges playing out on our public transit network.**

As we strive to increase the occupancy in our buildings, we have had every tenant and potential tenant voice concerns about safety in and around the 7<sup>th</sup> & Fig Metro platform. To accomplish our leasing goals, it is imperative that the platform be safe, clean, and free from loiterers & vagrants. I have personally witnessed drug use and drinking on the platform. There are many stories that tenants have shared with me including witnessing fights and in some instances where police did nothing as the vagrants and loiterers did drugs, sat on the ground and sometimes slept on platform. Tenants from our building and an employee at our company have been physically assaulted. Most recently there was a death of a 13-year-old boy in front of a neighboring building on 7<sup>th</sup> street as result of a fight that originated on the Metro platform at the base of the 660 S. Figueroa building. For the downtown area to become vibrant and active again, a police presence is urgently needed and necessary.

I appreciate your consideration and respectfully request that you support comprehensive initiatives to improve public safety for Metro riders and around Metro's transit stations.

Sincerely,



[REDACTED]  
[REDACTED]  
**Sent:** Friday, March 17, 2023 2:32 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sincerely,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 7:43 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I, as someone well into middle age, feel ill at ease and intimidated by the presence of so many uniformed and armed police in the stations and on platforms. I am thrilled with the presence of the Metro Ambassadors and would like to see this project continued. More armed officers, on the other hand, will make me rethink my commute by rail and bus.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 8:05 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I urge you to prioritize care and people first and discontinue contracts with law enforcement.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 8:19 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 9:21 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 9:40 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 10:31 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 12:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

This is not only the morally right thing to do, but will also work toward making Metro safe and more usable for all—which will likely ALSO increase ridership. LA needs a good transit system, and so does the planet. The more people ride the metro, the better it will be for our local community and also the environment at large.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, March 17, 2023 11:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 18, 2023 1:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Saturday, March 18, 2023 4:00 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Saturday, March 18, 2023 9:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Sunday, March 19, 2023 8:29 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 12:54 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:11 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:12 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:12 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:12 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:13 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

Hello,

I'd like to say that Metro has spent more than a billion dollars on policing over the last several years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

90036



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:13 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:13 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. **We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department.** Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:14 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department.

Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please **lower spending on the current police contracts** and **increase spending on care-first programs** like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 11:18 AM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:18 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer.

We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department.

Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:19 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

90069

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 11:19 AM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:20 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:20 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:24 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 20, 2023 11:25 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:25 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:26 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Metro Ambassadors have just gotten started and they are already doing such amazing work. The difference riding the system when the Ambassadors are present has been night and day. I strongly encourage greater investments into this transformative program,

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:26 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 20, 2023 11:26 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund police

Please increase your police funding on the Metro. It's a mess. Did you read the LA Times piece recently?

Thanks

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

From: [REDACTED]

Sent: Monday, March 20, 2023 11:27 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:32 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

The approach of perpetually increasing armed police budgets is neither effective nor sustainable.

Please lower spending on the current police contracts, and instead increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:36 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:42 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:45 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

Hi,

I'm a regular Metro user, and I'm writing in to say that the over 1 billion dollars Metro has spent on police over the last few years has not made our system safer. We need to invest in programs like the Transit Ambassadors that actually work to meet the needs of Metro's core riders, who are working class people that very often happen to also be disproportionately targeted by LAPD and LASD. It's what they've been asking for. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:47 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:50 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:52 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 11:53 AM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:56 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 11:57 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police overreach. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Let's aim for progress and results.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:01 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund safety, not armed police

To whom it may concern,

Having dozens of armed cops on every train platform does not make me, as a Metro rider, feel any safer. At the same time, I want to know that there are staff watching out for the experience of every Metro rider, and ready to help people in distress or crisis. As ridership continues to increase and return to pre-pandemic levels, Metro needs to re-think its massive spending on police contracts, and divert as much as possible to care-based programs like Metro Ambassadors.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:06 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that work and protect Metro's riders from police brutality. Care-oriented programs can divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership increases and returns to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 12:06 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Item 23: Fund real safety and cleanliness programs, not armed police

To whom it may concern,

I'm a regular Metro rider who has chosen to live in Los Angeles for 10 years without owning a car - one of Metro's stated operational goals. However, Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. **What Metro needs are more janitors and customer service providers at its stations.**

We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors. And spend more funds on maintaining cleanliness, smooth, reliable operations, and customer service!

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:09 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:11 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors. Please make our lines more safe with safety ambassadors

Best,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 12:13 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:18 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:22 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** Karin Costello <karininthecanyon@gmail.com>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department.

Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:24 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:35 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 20, 2023 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 12:40 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Police has proven every year they are a waste of money and do not improve our safety on metro.

Best,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 20, 2023 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 20, 2023 12:53 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

It is imperative that you lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:03 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 1:09 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:13 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:16 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:27 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To Metro Board:

I'm very concerned about the poor service we experienced Saturday on the Metro E-Line, while traveling with guests from San Francisco. Everyone on the eastbound train was told by a metro employee to disembark with no advance notice there (at Orthopedic Hospital stop), and that the train would be returning to Santa Monica. No Public Announcement was made, no explanation nor directions for alternative travel routes were provided. A whole train full of people were dropped onto the platform with no forewarning and no plan.

We must do better!! Metro has spent more than a billion dollars on policing over the last few years, while customer service has been neglected.

We need to invest in programs like the Transit Ambassadors that assist Metro riders and protect Metro riders from police interference and possible violence.

Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors, and on providing consistent levels of good customer service.

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 1:28 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:34 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 1:36 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:38 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:48 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:54 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 1:58 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

The myth that more police leads to more safety fails on two points: 1) statistics simply do not support that hypothesis and 2) the question of "safety for whom"? More policing does not take into account the inherent racism in policing. And guns merely exacerbate the problem.

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

—

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 2:18 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I use the Metro weekly to commute to work and understand the importance of safety on the Metro. However, more police is proven to not be an effective measure to protect Metro users. I urge you to support care-first safety measures.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 2:18 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 2:20 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 2:36 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 3:01 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: keep funding for police!

To whom it may concern,

I have not stepped foot in Metro since before the pandemic and will likely not do so again until I feel it's much, much safer WITHOUT homeless and drug addicts using the system as their main choice for shelter.

I do feel safer with MORE police on the system, but we absolutely need more interventions. Using the trains as makeshift shelter is unacceptable and must be stopped.

This cannot be ignored any longer. Angelenos demand safe and clean streets and it behooves Metro to clean up the system if they ever want our transit system to be used by the general public again.

Ridership will remain suppressed until the general public perceives the system to be safe and clean.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 3:08 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 3:21 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Thank you for your attention to this matter.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 20, 2023 3:23 PM

To: Board Clerk <BoardClerk@metro.net>

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

Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

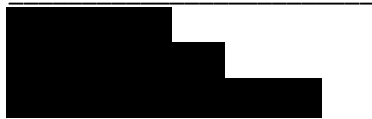
The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

---

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 3:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 3:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 3:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Bringing back Metro riders

To whom it may concern,

Fund maintenance (cleaning up) and safety. Not just policing, but staff to assist those who need help---people with 'troubles' and provide ambassadors for passengers afraid to get on a train. Consider setting up 'help' services before people pass through the turnstile---offer help and deter people who might use drugs, become violent, or just behave in inappropriate ways. Don't criminalize---provide help.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 3:46 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 3:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Item 23: Make public transit on Metro safe, clean, and desirable again

To the Board of Metro,

I strongly urge you, I plea with you, to make public transit on Metro safe, clean, and desirable again.

The article in the LA Times about drug use and other horrible conditions on Metro trains sounds like a science fiction dystopia. If you do not already do so, I urge you to ride Metro to determine for yourselves whether the LA Times article is accurate. When there is a follow-up article in the LA Times, or other credible news, about how much conditions have improved, I will consider riding again.

I do not know what actions will make Metro safe and desirable again, but one measure that would probably help would be to make sure that nobody can be in the stations or on trains or buses without paying fare, with firm, humane enforcement of that rule.

Our public transit system was built to transport people to their desired destinations, to decrease automobile use and greenhouse gas emissions, and help make great urban areas.

Our public transit system was never intended to be a homeless shelter or a place for illegal drug use. If need be, safe places away from Metro stations should be provided for people who are homeless and/or use illegal drugs.

Another thing, admittedly less important, would be enforcement of No Smoking rules. Whether somebody is smoking tobacco, marijuana, or illegal drugs, it is unhealthy and unpleasant for other people.

Thank you.

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Item 23: Transit Law Enforcement - Double Real Policing - NOT Unarmed DoGooders

I strongly oppose the automated board comments from the "Streets for All" organization that generate anti-police ("defund the police") supposed answers to the transit safety crisis. Unarmed do-gooders are not the answer to drug abusers, aggressive panhandlers, and worse.

The anti-police, "unarmed interventions" are the exact prescription that has turned San Francisco into a cesspool and has resulted in the possibility of that city losing half of its police force through exits and retirements.

Metro is in a public safety crisis that has the possibility of destroying the entire transit system. Political performance to appease the anti-police activists is NOT the responsible answer. Forming a special Metro Police Force (Item B report-back) could be the answer if it were a REAL armed police force, as opposed to a soft non-police alternative to appease the idealists.

The surge in violent crime across American cities and the brazen public disregard of any penalties from crime are the direct result of the anti-police movement that surged among ideological liberals after the George Floyd murder. More of the same (the anti-police movement of the last three years) will result in more of the same (the explosion in violent crime over the past three years).

Transit riders are highly vulnerable people who must use the system for their livelihood. Efforts of well educated suburban liberals to lessen their safety in order to satisfy a misguided ideology are cruel. The real victims of the anti-police movement are the poor, who the suburban liberals claim they are helping.

Please save our transit system from local politics. Civic action demands some common sense.

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:23 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Cops do not keep anyone safe—they are the danger to the people of Los Angeles. Fund public transit and community care systems.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Increasing ridership and frequency of service would do more to prevent crime on Metro than any police contract ever could.

Keep the Metro Transit Ambassador program, keep the expanded Metro line plans on track, and keep the armed pigs out of our stations.

Common sense to spend money where it gets results; police don't serve the people.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 4:34 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

Dear Metro,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors and increasing headways on rail.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 4:47 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 4:58 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

We are Los Angeles residents, taxpayers and voters and we want Metro to succeed and grow its ridership but we strongly feel major changes need to happen!

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 4:58 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I've lived in Los Angeles for almost my entire life and have been taking buses for many years. Imagine my happiness and surprise when I met two transit ambassadors at the intersection of Western & Wilshire who helped me out. Programs like this one is exactly what we should be funding--not police on public transit. We need to build new and different types of social infrastructure instead of thinking of the police as a "catch-all" to our shared concerns.

Sincerely,

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 5:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

I ride the Metro frequently and have seen the deterioration of public safety over the years because of the decrease in ridership. Contrary to popular belief, cops on the platform do not make me feel safer. I see cops intimidate and harass riders and fear that it will escalate into a situation that can't be taken back.

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made me feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

I demand lower spending on the current police contracts and increased spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:06 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:16 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:20 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I own a car, but I often prefer to take transit, so I am a regular Metro rider. This issue is extremely important to me, because I want to feel safe on public transportation, and an increased police presence terrifies me. The LAPD has proven themselves to be dangerous, racist, and prone to violence.

Please take a care-first approach that prioritizes the safety of ALL riders without involving armed law enforcement officers.

Thank you,

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 5:28 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

Dear Metro board members,

As you know Metro has spent more than a billion dollars on policing over the last few years, with questionable results.

Please diversify your spending further to invest in care-oriented programs like the Ambassadors that have already been warmly received by metro riders.

We will not police our way out of larger social and public health crises. Please reconsider your approach to public safety before spending another billion dollars on a model that is not designed to address the problems of our time.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Thank you for your service and leadership,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 5:30 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

**I have ridden the metro over 4,000 times and any time I see police they looking extremely unengaged and are just running through the motions.**

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



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

From: [REDACTED]  
Sent: Monday, March 20, 2023 5:54 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 5:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 6:17 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 6:31 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs (\$1B in 5yrs is crazy)

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. I've ridden both Metro buses and trains ever since I moved to LA in 2018, and am a huge supporter of public transportation, but even as a larger than average male who can protect myself from most people, I have felt uneasy and unsafe on multiple occasions.

To whomever is in charge of the safety & security on the train, I hope you agree that this is unacceptable. With \$1B over 5yrs and the situation only getting worse, we become the laughing stock. I can't even comprehend how \$1B gets spent and the situation is still as bad as it is. I've provided some estimates below

LA Metro has 7 lines and 15 segments.  
Let's assume each segment has 4 trains that run 24hrs.  
Assume an officer costs \$175k/yr all in, works 8hrs/day and 2 officers are needed per train.  
So, 6 officers are needed per day per train.  
So you have 360 officers each day that cost Metro  $\$175k/yr = \$63M/yr$   
Up it to 500 officers and it's  $\$87.5M/yr$ ...still half the amount spent per year since 2017!!!

I am not against having armed officers, but I rarely see them on the trains. Why not hire private security whose only job is securing the trains? Additionally, why not invest in programs like the Transit Ambassadors that actually work. Care-oriented programs can actually divert people from unsafe behaviors. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 6:33 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 6:41 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 6:48 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Please spend less money on armed police and more on frequency!

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 7:37 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 8:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

As a college student at the Claremont Colleges, I value access to a public transit system where safety is seen as community care.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 12:57 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 8:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 8:27 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]  
Sent: Monday, March 20, 2023 8:33 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer.

I personally was extremely frustrated during Covid when we still had mask mandates and police consistently rode the train and stood on the platform with no masks, making me feel unsafe. We can't keep spending more and more money on armed officers.

Most importantly, we need to increase service at least back to pre-Covid levels, or better. Red line still only runs 15 minute headways at rush hour. I'm on the train right now and at 8pm we only run 20 minute headways. Please restore and improve service so that there will naturally be safety in numbers and more individuals who want to ride the train.

We also need to invest in programs like the Transit Ambassadors that actually work, and provide people experiencing homelessness the services that they need. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Transit Ambassadors are already making a positive difference! I see them frequently; they greet me, create a welcoming environment, and can help with many different needs.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors and restored service.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 8:56 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. Instead, we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 9:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 9:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 10:14 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 20, 2023 11:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 5:14 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 6:33 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

I appreciate the new protocol of and clearing all passengers from the B-line train in N. Hollywood and cleaning it. The ride feels slightly more comfortable. However, there are still many disturbed people, unobserved by police, who wander onto the train from platforms along the way. For example, one man who had just taken a dump on the platform and came onto the train with his pants still at his knees. Yesterday a man who stood in the doorway for a long time while the conductor was trying to close the doors.

The platforms, where people camp for hours, drug deals are obvious, fights break out, still feel unsafe. Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer, especially since they often congregate in groups and don't seem to notice much of what's going on around them.

We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 21, 2023 7:17 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 23: Fund real safety programs, not armed police

I do not support and increase in police activity on Metro. Perhaps instead of spending all that money on police we could instead increase frequency across the entire system. We can transition to a Fareless system and create a metro system that benefits everyone, not just the LAPD or LASD.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 7:28 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 7:33 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 8:02 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]



**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 8:56 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

**From:** b [REDACTED]  
**Sent:** Tuesday, March 21, 2023 9:00 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 9:22 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

The decision by the Board of Directors to contract out law enforcement to the LA County Sheriff, LAPD, and LBPD has resulted in not only a reduced sense of safety on board Metro trains and buses, but has actively discouraged many community members from using public transit. This has downstream consequences for many communities in the form of congestion, pollution, and traffic violence. Additionally, not only have violent incidents on Metro not decreased with the presence of police, they seem to have increased in recent years.

To restore order and encourage more people to feel safe using public transportation, Metro and the Board of Directors needs to focus on creating unarmed Ambassadors who have information about accessing services around the county, building more affordable housing quickly to help transition more of the houseless community, and reducing the cost to access Metro's services. These are strategies take time, but will do more to address the truly core problems, rather than just the symptoms.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 9:58 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 10:57 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:09 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Everywhere we look we see law enforcement officers wreaking havoc. They are dangerous and they don't make us feel safe.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

We need better frequencies new bus and rail lines and not more police.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:32 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Keep L.A. Metro Safe: Prioritize Care-First Approaches

To Los Angeles Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:34 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

Sincerely,

[REDACTED]

[REDACTED]  
**Sent:** Tuesday, March 21, 2023 12:36 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:52 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 12:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 1:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 1:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 1:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 1:48 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 2:02 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 21, 2023 2:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

-

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results. In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts. Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety. By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have. The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 2:07 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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

From: [REDACTED]  
Sent: Tuesday, March 21, 2023 2:17 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 3:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 3:45 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 3:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 4:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

--

A large black rectangular redaction box covering the signature area.

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 4:08 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

--

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 5:02 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 21, 2023 5:13 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 5:38 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 7:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 7:59 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 8:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 21, 2023 8:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 10:12 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** PSAC <PSAC@metro.net>  
**Subject:** Item 23: Fund real safety programs

To whom it may concern,

Los Angeles Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

As a Transit rider, I have seen some, if not, all police officers on their smartphones walking around not doing much. There are some cases in which I have witnessed problematic people on trains and buses. I support the Metro Safety Ambassadors but I also believe that they need the tools and support from Metro to effectively do their jobs to make us feel safe and secure from problematic people. I have urged the Public Safety Advisory Committee to do more in addressing the concerns of the people. I am optimistic about the Metro Ambassadors and I hope that Metro will give them a chance to do their jobs with support and the tools to handle problems.

I would like to see more increase in spending on care-first programs like the Metro Ambassadors and hope that they will do their jobs, if not, then we can discuss other options.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 10:38 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

I use transit frequently. When I don't use transit, I bike or walk. What I want to see from Metro is valuable tax dollars go to increasing service and reliability of the transit I use, not to more billions of dollars spent on policing contracts.

Having dozens of armed cops on every train platform has not made riders feel any safer. I worry that an armed officer might turn their gun on me if a crisis were to occur or that armed response may turn deadly for someone experiencing mental distress.

The new Transit Ambassadors are already hard at work, and protect riders like myself from the fear of police brutality. Today while taking the red line to Union Station, I witnessed three Metro Ambassadors console a homeless man who was crying and agitated. He was clearly experiencing distress and I felt safe knowing that Metro Transit Ambassadors were able to de-escalate the situation and help him while also ensuring that other transit riders were getting to their destinations. Their work is not easy and crucial for our transit ridership.

I ask that the Board lowers spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]  
90240



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

From: [REDACTED]  
Sent: Tuesday, March 21, 2023 10:42 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 11:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 11:09 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 11:37 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 5:31 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 6:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 7:46 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 8:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 8:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 8:25 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 21, 2023 11:41 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 22, 2023 12:06 AM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Police have continuously failed to make the vast majority of citizens safe, and consistently show examples of being apathetic or even completely incompetent when it comes to protecting riders. They have made it abundantly clear that they serve those that side with providing them with more egregious funding and NOT those that actually take part in using metro services.

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 12:43 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

Hello,

Please stop handing so much of the Metro budget to cops, who do nothing in return. I have never once seen a cop do anything useful. They just stand around and chat or sit in their SUVs and chat. They're never around when there's a dangerous situation and if they were, they would just make it worse.

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs.

The best way to get homeless people and drug users off the trains would be to create more public places where people can find shelter in this car-infested city, as well as safe drug consumption sites (which Newsom vetoed of course). Giving even more money to our out of control police agencies only makes everything worse.



**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 4:32 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 7:51 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



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

From: [REDACTED]  
Sent: Wednesday, March 22, 2023 8:52 AM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 9:04 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Fund Real Safety Programs, Not Armed Police

Hello,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like transit ambassadors that actually work, and protect metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors—we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase to pre-pandemic levels.

Please lower spending on current police contracts and increase spending on care-first programs like transit ambassadors.

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

From: [REDACTED]

Sent: Wednesday, March 22, 2023 10:33 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 10:49 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** Oppose Item 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, **whole-heartedly** oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you,



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

From: [REDACTED]

Sent: Wednesday, March 22, 2023 11:17 AM

To: Board Clerk <BoardClerk@metro.net>

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

Subject: OPPOSE ITEM 23 OPPOSE ITEM 23 OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

Using Metro is very traumatizing because of the everyday use of police. Please don't traumatize us. Stop.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

Sent from my iPhone



**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 12:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

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Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 12:15 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

*Best,*

A large black rectangular redaction box covering the signature area.

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

From: [REDACTED]  
Sent: Wednesday, March 22, 2023 12:36 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.



Sent from my iPhone

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

From: [REDACTED]  
Sent: Wednesday, March 22, 2023 12:40 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.



Sent from my iPhone



March 21, 2023

Re: Creating a "Transit Safe" Metro System

Dear Board of Directors:

We write to share our support for Items #33-35 and #23B on the March Metro Board meeting including the Bias-Free Policing and Public Safety Analytics policies, a revision of the Customer Code of Conduct, creating improved security on the bus system, and exploring the creation of a Metro transit safety force.

We read with great dismay and sadness the recent stories in the Los Angeles Times regarding use of illegal drugs, as well as deaths and assaults that have occurred on the Metro rail system. We have received dozens of calls, emails, and message from our supporters as well about feeling unsafe on Metro transit and we have witnessed it ourselves.

We believe it obviously essential that the Metro system and facilities should be a safe space for customers and operators alike as it does not benefit our community or our collective goals to run a system that people do not feel safe enough to ride. We must also recognize that the bus system remains the backbone of our transit system and, while crime has increased somewhat on the bus, it continues to be a safe and clean space to travel. Metro needs to expand the frequency and reliability of this system.

This is an issue of both perception and policy – the perception of Metro's riders and the broader public about safety on the system as well as Metro policy for addressing those concerns.

This is not a policing but a social challenge. Metro is experiencing a challenge that is largely not of its own making, but substantially a product of the broader challenge of homelessness and affordable housing in our community. We believe that Metro should see the challenge of the homeless population on the trains and buses as similar to encampments on our streets and sidewalks and work with the City and County to implement humane responses similar to the Mayor Bass' Inside Safe program that you might call "Transit Safe". The initial challenge is not to move the homeless to another location in our public spaces but to find safe alternative places for them to be, preferably places where they can reside permanently.

We request that the Metro consider whether participants in its ambassador program can be trained to work with staff from social service agencies working now on the city's "Inside Safe" program to facilitate placement of homeless persons from the Metro system into transitional or permanent housing just as they are now doing for persons in encampments. In addition, Metro should consider whether the financial resources at its disposal can appropriately be partnered with city resources toward a mutual objective.

The Board of Supervisors, whose resources include Measure H, the Department of Mental Health, the Department of Social Services, and LAHSA, could also direct their staff to coordinate with the city and Metro's outreach teams so that people "living" on the Metro System as well as those living in encampments can be brought into the "Inside Safe" system of motel/hotel/supportive housing.

Both homeless outreach and ambassadors should be trained in non-confrontation to address clear risks to public safety. This should allow connecting up and coordinating financial, housing, and land resources from Metro, the County's Measure H, the City, the State, and eventually ULA for permanent housing.

Efforts on the Metro system must be of similar scale and scope as the Mayor's "Inside Safe" program. We suggest a "Transit Safe" effort that immediately and measurably reduces the number of homeless individuals living in stations, trains, and buses, enforces existing ordinances around the use of drugs, and regularly cleans and disinfects the system over an accelerated and defined period of time. This will make it clear to transit riders that Metro has their back, has listened to their concerns, and is making a measurable impact.

Finally, we support the [Statement of values and Public Safety Mission](#) developed by the Public Safety Advisory Committee and approved by Metro. We urge LA Metro to study and report back on creating an in-house Metro transit safety force that would better utilize the resources of LA Metro to provide safety, security, and support to transit riders. We have long been advocates for the Metro Ambassadors program which we believe makes the system more human-centered, safer, cleaner, friendlier, and more customer-oriented. We support the vision of our partners at the Alliance for Community Transit-Los Angeles for a care-centered system with public spaces designed for gathering that creates jobs, supports local small businesses, vendors, musicians, and, artists that create a much more welcoming station experience with elevator and bathroom attendees and better lighting, shade, shelter, and seating for riders. Other systems have successfully done this and we believe LA Metro would benefit from this approach.

Yours in Transit,

Eli Lipmen  
Executive Director  
Move LA

Dr. Daniel Tabor  
President  
Move LA



**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 12:13 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 1:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 1:22 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 22, 2023 1:30 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

To whom it may concern,

My name is Alfredo Tlaseca, I am a daily user of Metro as my primary form of transportation.

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, March 22, 2023 1:41 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

To The Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

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The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.



**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 2:11 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.





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

From: [REDACTED]

Sent: Wednesday, March 22, 2023 3:38 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

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Thank you.

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 3:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23. I am proud to take the metro to work every day and I want it to be safer--more police is not the answer.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
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Thank you.



**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 4:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

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Thank you.



**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 4:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 4:02 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

I am a carless, full-time Metro Rider based in East Hollywood. I feel safer when the stations are well lit and the trains run frequently on time.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 4:04 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I **oppose** a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



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

From: [REDACTED]

Sent: Wednesday, March 22, 2023 4:47 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department (!), and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

\*\*\*Metro should NOT be starting their own police department.\*\*\* This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us frequent transit service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you,

A solid black rectangular redaction box covering the signature area.

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 4:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 4:52 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and



clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 9:13 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 9:41 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** Item 23: Fund Real Safety Programs, Not Armed Police

To whom it may concern,

I support care-first safety approaches on LA Metro and oppose Item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting an LA Metro police department, and instead support the call for care-first safety approaches on Metro.

LA Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like transit ambassadors that actually work, and protect LA Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors. We will not police our way out of this crisis, especially not by creating a new police department. LA Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

LA Metro should not be starting their own police department. This doubles down on the wastefulness of policing and undermines efforts to establish a culture of care on LA Metro.

Deferring policing spending decisions into LA Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis. Last year, the US.. saw

over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on LA Metro are not specific to transit or even Los Angeles; they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results. LA Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity and mental and substance abuse crises and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have. The approximately \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe. Please use present spending on the current police contracts instead on care-first programs like ambassadors.



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

From: [REDACTED]

Sent: Thursday, March 23, 2023 10:34 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



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

From: [REDACTED]

Sent: Thursday, March 23, 2023 10:35 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.

Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.



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

From: [REDACTED]

Sent: Thursday, March 23, 2023 10:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov  
Subject: OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

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Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.

In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 10:36 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

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Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

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We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you, [REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 10:37 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 10:37 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** PLEASE READ: OPPOSE ITEM 23

Dear Metro Directors,

My name is Harrison Chapin. I am a Claremont resident, and I strongly urge you to oppose item 23.

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

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The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more

effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 10:53 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 11:55 AM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

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Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.



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

From: [REDACTED]  
Sent: Thursday, March 23, 2023 1:49 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Item 23: Fund real safety programs, not armed police

Boardmembers,

I am a Metro rider and a Silver Lake Neighborhood Council Governing Board Member Metro. I write here as an individual. Metro has spent more than a billion dollars on policing over the last few years, yet riders do not feel any safer. I urge you to invest more in programs like the Transit Ambassadors that actually work rather than throwing more money at a failed strategy of policing that disproportionately harms Black and Latine riders.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 2:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, March 23, 2023 2:12 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform has not made riders feel any safer. We can't keep spending more and more money on armed officers; we need to invest in programs like the Transit Ambassadors that actually work, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- we will not police our way out of this crisis, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 4:37 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 6:12 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

More law enforcement does not make us safer. Funds can be better spent by investing in your workers, hiring more staff and upgrading infrastructure. Funds should also be spent on public services for low-income and unhoused individuals.

LA's Metro is the only transportation for so many Angelenos. It is the only means to get work and home for thousands upon thousands of Angelenos. They deserve safety, respect and reliable public services. They do not need to be criminalized and harassed by law enforcement. Unhoused individuals require care, assistance and respect as well. Please do better.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 23, 2023 6:30 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 6:12 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

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Please lower spending on the current police contracts and increase spending on care-first programs like the Metro Ambassadors.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 6:57 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 7:05 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 7:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 22, 2023 7:20 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Item 23: Fund real safety programs, not armed police

To whom it may concern,

Metro has spent more than a billion dollars on policing over the last few years, yet having dozens of armed cops on every train platform **has not made riders feel any safer**. We can't keep spending more and more money on armed officers; **we need to invest in programs like the Transit Ambassadors that actually work**, and protect Metro's riders from police brutality. Care-oriented programs can actually divert people from unsafe behaviors -- **we will not police our way out of this crisis**, especially not by creating a new police department. Metro needs to re-think its entire approach to public safety as ridership continues to increase and return to pre-pandemic levels.

Please **lower spending on the current police contracts** and **increase spending on care-first programs like the Metro Ambassadors**.

Best,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 8:24 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Cc:** Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim\_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; Councilmember Krekorian <councilmember.krekorian@lacity.org>; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support the widespread call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro. Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.

Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.

Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies. Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis: Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.

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In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.

Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.

Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.

**Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety. Let's have maximum impact.**

By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.

The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.



**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 10:39 PM

**To:** Board Clerk <BoardClerk@metro.net>

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

**Subject:** OPPOSE ITEM 23

Dear Metro Directors,

I support ACT-LA's call for care-first safety approaches on the Metro and oppose item 23.

I oppose a continuation of the current multi-agency policing contracts, oppose the concept of starting a Metro police department, and instead support the call for care-first safety approaches on Metro.

- Current spending on officers to police our Metro system, at the price tag of roughly \$200 million per year, does not contribute to rider safety, and cannot proactively help people in need of mental health or substance abuse intervention and care.
- Metro should not be starting their own police department. This doubles down on the wastefulness of policing, and undermines efforts to establish a culture of care on Metro.
- Deferring policing spending decisions into Metro's budget process is not transparent. Policing spending will be spread throughout the budget and make it impossible to track what is the actual amount awarded to the police agencies.
- Police historically and continually harass riders, especially Black transit riders who are stopped and cited at alarmingly high rates.

Nationally, we are in the midst of an opioid and homelessness crisis:

- Last year the US saw over 70,000 fentanyl deaths, including 1,600 in LA County. The issues we see on Metro are not specific to transit, or even Los Angeles, they exist in a broader ecosystem that requires prevention and care.
- We know that when we send police to deal with public and mental health issues, they cannot and do not produce results.
- In 2019, PATH teams on Metro were able to secure housing for 27% of their contacts. Meanwhile, LAPD secured housing for just 1% of their contacts.
- Similarly, PATH teams referred nearly 50% of their contacts to services, while LAPD could only do this for roughly a fourth of their contacts.
- Metro is allocating a tiny fraction of budget to services that we know work to assist people experiencing housing insecurity, mental and substance abuse crises, and throwing hundreds of millions annually at the institution of policing, which we know cannot solve these problems.



Metro should divert funding away from this police-heavy approach and instead to alternatives that provide a proactive and preventative approach to safety.

- By Metro's own reports, their unarmed transit ambassadors have reported more successful interactions with transit riders than police have.
- The approx. \$200 million spent each year could instead get us fast service, more lighting and seating, ambassadors, homeless services outreach, bathrooms, and clean buses and trains, an amazing investment in our transit system and in our transit riders.

We must completely end our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service. Metro must discontinue contracts with law enforcement to reduce waste on redundant and harmful police patrol and fund approaches that actually keep commuters safe.

Thank you.

**From:** [REDACTED]

**Sent:** Wednesday, March 22, 2023 11:01 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]



March 21, 2023

Re: Creating a “Transit Safe” Metro System

Dear Board of Directors:

We write to share our support for Items #33-35 and #23B on the March Metro Board meeting including the Bias-Free Policing and Public Safety Analytics policies, a revision of the Customer Code of Conduct, creating improved security on the bus system, and exploring the creation of a Metro transit safety force.

We read with great dismay and sadness the recent stories in the Los Angeles Times regarding use of illegal drugs, as well as deaths and assaults that have occurred on the Metro rail system. We have received dozens of calls, emails, and message from our supporters as well about feeling unsafe on Metro transit and we have witnessed it ourselves.

We believe it obviously essential that the Metro system and facilities should be a safe space for customers and operators alike as it does not benefit our community or our collective goals to run a system that people do not feel safe enough to ride. We must also recognize that the bus system remains the backbone of our transit system and, while crime has increased somewhat on the bus, it continues to be a safe and clean space to travel. Metro needs to expand the frequency and reliability of this system.

This is an issue of both perception and policy – the perception of Metro’s riders and the broader public about safety on the system as well as Metro policy for addressing those concerns.

This is not a policing but a social challenge. Metro is experiencing a challenge that is largely not of its own making, but substantially a product of the broader challenge of homelessness and affordable housing in our community. We believe that Metro should see the challenge of the homeless population on the trains and buses as similar to encampments on our streets and sidewalks and work with the City and County to implement humane responses similar to the Mayor Bass’ Inside Safe program that you might call “Transit Safe”. The initial challenge is not to move the homeless to another location in our public spaces but to find safe alternative places for them to be, preferably places where they can reside permanently.

We request that the Metro consider whether participants in its ambassador program can be trained to work with staff from social service agencies working now on the city's "Inside Safe" program to facilitate placement of homeless persons from the Metro system into transitional or permanent housing just as they are now doing for persons in encampments. In addition, Metro should consider whether the financial resources at its disposal can appropriately be partnered with city resources toward a mutual objective.

The Board of Supervisors, whose resources include Measure H, the Department of Mental Health, the Department of Social Services, and LAHSA, could also direct their staff to coordinate with the city and Metro's outreach teams so that people "living" on the Metro System as well as those living in encampments can be brought into the "Inside Safe" system of motel/hotel/supportive housing.

Both homeless outreach and ambassadors should be trained in non-confrontation to address clear risks to public safety. This should allow connecting up and coordinating financial, housing, and land resources from Metro, the County's Measure H, the City, the State, and eventually ULA for permanent housing.

Efforts on the Metro system must be of similar scale and scope as the Mayor's "Inside Safe" program. We suggest a "Transit Safe" effort that immediately and measurably reduces the number of homeless individuals living in stations, trains, and buses, enforces existing ordinances around the use of drugs, and regularly cleans and disinfects the system over an accelerated and defined period of time. This will make it clear to transit riders that Metro has their back, has listened to their concerns, and is making a measurable impact.

Finally, we support the [Statement of values and Public Safety Mission](#) developed by the Public Safety Advisory Committee and approved by Metro. We urge LA Metro to study and report back on creating an in-house Metro transit safety force that would better utilize the resources of LA Metro to provide safety, security, and support to transit riders. We have long been advocates for the Metro Ambassadors program which we believe makes the system more human-centered, safer, cleaner, friendlier, and more customer-oriented. We support the vision of our partners at the Alliance for Community Transit-Los Angeles for a care-centered system with public spaces designed for gathering that creates jobs, supports local small businesses, vendors, musicians, and, artists that create a much more welcoming station experience with elevator and bathroom attendees and better lighting, shade, shelter, and seating for riders. Other systems have successfully done this and we believe LA Metro would benefit from this approach.

Yours in Transit,

Eli Lipmen  
Executive Director  
Move LA

Dr. Daniel Tabor  
President  
Move LA



## AMALGAMATED TRANSIT UNION LOCAL 1756

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11706 Ramona Blvd. Suite 207, El Monte CA 91732  
Office (626) 522-0182 | Fax: (626) 414-4505

Dear Metro CEO Wiggins and Board of Directors,

We are reaching out as rider and frontline employee advocates and representatives concerned about public safety on Metro. We are committed to working with you to find real, lasting solutions.

We urge LA Metro to study and report back on creating a new Department of Community Safety that would focus on innovative ideas that reimagine approaches to safety on the system. Any new Department focused on safety should include:

- Plans to expand and support the Transit Ambassadors program. A Department of Community Safety should oversee and ensure ongoing training for Ambassadors, and ensure they are equipped with the tools necessary to be effective at the tasks requested of them. Ambassadors should be allowed to organize for improved workplace safety, salary and benefits;
- Subcontracted Ambassador employers should voluntarily recognize a Union that collects a majority of union authorization cards from workers as the sole representative of Ambassador employees.
- Employers should communicate to Ambassadors their willingness to remain neutral during a Union organizing drive
- Evaluation, identification and planning for public health responses to public health issues on Metro, especially with regard to substance abuse issues, in coordination with the LA County Public Health Department;
- Improved homeless outreach services and other care-first rider support services that have the potential to connect riders to Metro, City and County resources;
- Elevator and Bathroom Attendant Programs;
- Study and evaluation, with potential for implementation of PSAC recommendations for bus safety strategies, including any state, federal and industry lobbying necessary for bus operator cabins instead of driver barriers.
- Coordination of environmental and infrastructure care-based interventions such as lighting, shade, seating; and
- Coordination of in-language public education that includes bystander intervention campaigns and de-escalation tactics.

Any new Department at Metro should lead with care-first strategies and programming that improve safety and the rider experience. To this end, collaboration with other departments would be necessary, including but not limited to the Office of Equity & Race, Arts, and Customer Experience.

The range of safety issues on Metro requires a multi-layered approach. We look forward to working with your offices on improving safety, increasing ridership, and creating a world-class transit system.

Sincerely,

Lorence Bradford | ATU 1756 President

Laura Raymond | Director of ACT-LA

Art Aguilar | Chairman of California Conference Board

Jeff Shaffer | ATU 1277 President



**PRESIDENT**  
Dina Kimble  
Royal Electric Company

March 23, 2023

**PRESIDENT-ELECT**  
Steve Rule  
Turner Construction  
Company

Metro Board of Directors  
1 Gateway Plaza  
Los Angeles, CA 90012

**VICE PRESIDENT  
BUILDING**  
Brad Jeanneret  
Hensel Phelps

Submitted via: [BoardClerk@metro.net](mailto:BoardClerk@metro.net)

**VICE PRESIDENT  
HIGHWAY &  
TRANSPORTATION**  
Ural Yal  
Flatiron West, Inc.

**RE: Sustainability Council Letter - Metro Highway Expansion Program**

**VICE PRESIDENT  
UTILITY &  
INFRASTRUCTURE**  
Jim Blois  
Blois Construction, Inc.

Dear Members of the Metro Board of Directors:

**VICE PRESIDENT  
SPECIALTY CONTRACTORS**  
Greg Timmerman  
ISEC, Inc.

The members of AGC of California built California's infrastructure. They are the contractors who maintain our existing infrastructure and build the next generation of infrastructure for the state. This includes our air and sea ports, roadways, passenger rail systems, and more. AGC seeks to safely maintain and advance the entirety of California's transportation system including building vitally needed capacity across all modes. In doing so, we are also supporting California's economy and creating necessary jobs for its residents.

**TREASURER**  
Pat Kelly  
Granite Construction  
Company

AGC appreciates the efforts of the Metro Sustainability Council and the Metro Board of Directors' dedication to creating a more sustainable transportation system in Los Angeles County. We support the careful planning and collaborative approach taken by the Board in partnership with various stakeholders to develop multimodal transportation options for the county.

**IMMEDIATE PAST  
PRESIDENT**  
Mike Blach  
Blach Construction Company

However, we would like to express our concern regarding the letter recently submitted to the board by the Sustainability Council which appears to recommend the potential deprogramming of shovel-ready or near-shovel-ready highway projects in favor of transit projects that may take years or even decades to come to fruition. These highway projects represent a commitment made to the citizens of Los Angeles County. Should these projects not be delivered as planned, it may be difficult, if not impossible, to convince Metro LA County residents to support self-help measures, like the very beneficial Measure M, in the future.

**CEO**  
Peter Tateishi  
AGC of California

Further, the construction industry relies on a steady pipeline of projects to maintain employment and contribute to the region's economic growth. We believe it is essential to strike a balance between advancing sustainable transportation goals and ensuring the continuity of well-planned infrastructure projects that are ready to be implemented.

**HEADQUARTERS OFFICE**  
3095 Beacon Blvd.  
West Sacramento, CA 95691  
Office: 916.371.2422  
Fax: 916.371.2352  
member\_services@agc-ca.org

The studies cited in the letter from the Metro Sustainability Council, focusing on job impact, may not accurately reflect the consequences of delaying or canceling near-shovel-ready highway projects. We are not convinced that investments in public transit infrastructure definitively create more jobs per dollar spent, but even if true, these benefits may not materialize in the near term if alternative projects take years or decades to become shovel-ready. In the meantime, the loss of jobs resulting from canceled highway projects would have a negative impact on the construction industry and the broader economy.



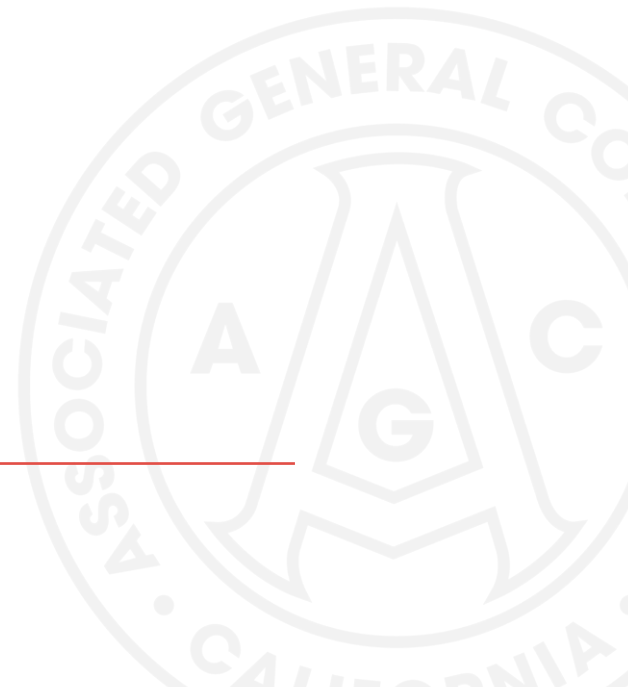
As a seat-holder on the Sustainability Council, AGC suggests the board avoid disparaging any of the modes of transportation, as they were all developed with the intent of serving the transportation needs of various communities throughout the region. Instead we encourage the Metro Board of Directors to continue prioritizing sustainable, multimodal transportation options while also ensuring the timely implementation of well-planned, shovel-ready infrastructure projects that provide employment opportunities and contribute to regional economic growth.

AGC supports the growth of new and diverse modes of transportation. Whether that is bus rapid transit (BRT), light rail, intelligent transportation systems (ITS), safer complete streets or other improvements, AGC contractors recognize the need for California to build the next generation of infrastructure and supports Metro's current Capital Improvement Plans.

Sincerely,

*Brian Mello*

Brian Mello  
Associate Vice President of Engagement & Regulatory Affairs  
Associated General Contractors of California





March 23, 2023

Metro Board of Directors  
1 Gateway Plaza  
Los Angeles, CA 90012  
*Submitted via: BoardClerk@metro.net*

**Re: Metro’s Highway Expansion Program - Encouragement to Revisit Planned Projects**

To the Metro Board of Directors:

We submit this letter in the spirit of collaboration to applaud recent Metro reorganizations<sup>1</sup>, staff analysis, and Metro Board actions<sup>2</sup> that have started to rethink Metro’s orientation towards highway expansion projects and their impacts. We further acknowledge Metro’s forward thinking to reduce disparities caused by the existing highway system and efforts to develop a holistic approach to improve the quality of life of those communities impacted by highway improvements.

We further encourage Metro’s continued leadership to take the next step and proactively revisit all planned highway expansion projects. Doing so would go a long way toward meeting climate and health goals, open new opportunities for mobility-enhancing multi-modal investments, and offer promising potential for workforce development and local job growth. We recognize that such bold leadership would be no trivial matter and we offer our partnership and support to Metro in this effort.

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<sup>1</sup> This refers to the CEO’s direction (September 2021) to move the highway program from Program Management to a new Multimodal Integrated Planning Unit of Countywide Planning & Development.  
<sup>2</sup> Including: (1) Adopting the [‘Modernizing Metro Highway Program’](#) motion (June 2021) that expanded Measure R & M highway project eligibility to include active transportation and complete streets; (2) Selecting the [‘No Build’](#) option (May 2022) for the I-710 South Corridor Project; and (3) Adopting the [‘Metro Objectives for Multimodal Highway Investment’](#) motion (June 2022) to shift the highway program towards more integrated, multimodal investments, utilizing meaningful public engagement processes and optimizing existing highway facilities.



The Metro Sustainability Council's mission, since its inception in 2017, has been to provide support and advice. Our sustainability efforts develop targets, metrics and strategies that assist Metro in achieving Metro stated sustainability program goals. It is in that spirit that we would like to begin a dialogue, discussing a balanced approach that will assist in helping the agency move toward sustainability goals while satisfying a broader spectrum of impacted communities and stakeholders interested in solving transportation challenges.

In August 2022, the Metro Executive Management Committee received and filed a report entitled '[Climate Emissions Analysis - Metro's Indirect Impact on Greenhouse Gas Emissions](#)', which was prepared by Metro's own Office of Sustainability. This unprecedented and important analysis shines light on the potential impact of Metro's planned highway expansion program to increase greenhouse gas emissions in a way that seriously undermines the positive benefit of all planned bus, rail, and active transportation projects.

We agree with Metro, that creating a set of objectives to create a more holistic, multimodal and equitable process, will result in a better approach to moving people and goods. And, if not revisited, the planned highway expansion projects would significantly hamper Metro's ability to bring about net VMT and GHG reductions and could potentially result in net increases in both VMT and GHGs. This outcome would run contrary to Metro's multimodal mobility and climate goals, such as those expressed in Metro's Vision 2028 Strategic Plan and Metro's Long Range Transportation Plan.

The analysis is based on the concept of induced driving. Recent Caltrans-funded studies<sup>3</sup> and California Office of Planning and Research technical guidance<sup>4</sup> have concluded that in large metropolitan areas with high levels of congestion, such as Los Angeles, highway widening does not deliver any lasting congestion relief. This is because when new lane miles are added to the highway system, expanded capacity spurs new driving on the system.

### **Rethinking highway investments**

We applaud the emphasis towards integration of multimodal elements in projects while addressing subregional priorities and prior funding commitments. Part of our discussion would be to look at the results of our research, which reveals that Metro has plans to construct 363 new lane miles of highway on the projects listed below, which have not yet begun construction:

1. Widening the 57/60 interchange
2. Widening the 605, the 5, the 10, the 60, and the 105 as the 605 Corridor Improvement Project- Widening the 5 from the 605 to the 710
3. Widening the 605 from the 91 to South Street
4. Widening the 405 between Wilmington Ave and Main St

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<sup>3</sup> See for example the background documentation for the National Center for Sustainable Transportation's [California Induced Travel Calculator](#).

<sup>4</sup> See OPR's [Technical Advisory on Evaluating Transportation Impacts in CEQA](#).

5. Widening the 405 between Artesia Bl and the 105
6. Widening the 405 between El Segundo Bl and Imperial Hwy
7. Widening the 405 between Main St and Western Ave
8. Widening the 110 at the PCH offramp
9. Widening the 91 from Shoemaker to the 605
10. Widening the 91 from Atlantic to Cherry
11. Widening the 91 from Central to Acacia
12. Widening the 71 Northern Segment from Mission to the 10
13. Widening the 14 in North County
14. Widening the 138, including as a High Desert Corridor alternative
15. Express Lanes on the 405 between Orange County to the 10 Fwy

Equitable processes help lead to equitable outcomes. And so as to not upset geographic distribution considerations, we recommend that these allocated funds be used to address mobility needs within the general corridor project areas listed. We would recommend alternatives to highway widening be pursued instead of adding new lane miles, which would agree with Metro's desire to invest in a highway system that is more community-focused to reduce disparities and not generate greater burdens and inequities. A proactive approach in revisiting the above projects could save Metro millions of dollars in environmental pre-construction analysis, such as the I-710 South Corridor Project.

[Measure M guidelines](#) allow for transfers of funds between capital projects and program sub-funds. We would submit, that there is no legal requirement preventing Metro from revisiting the above highway widening projects and we would appreciate the opportunity to provide and discuss some alternatives.

### **Shifting Investments from Highway Expansion to Multimodal Projects Would Result in More Jobs and Less Direct Displacement**

To bolster Metro's confidence in pursuing the proposed revisiting of planned highway expansion projects, we want to reassure you that the impact to local jobs and communities would be positive. Studies have shown that per dollar invested, capital projects that incorporate active transportation features generate nearly twice as many jobs as car-only-serving road investments.<sup>5</sup> Similarly, investments in public transit infrastructure produce 70 percent more job hours than funds spent on highway infrastructure, per dollar expended.<sup>6</sup>

Furthermore, land acquisition bears a harm on highway-adjacent communities when eminent domain and other takings are used to directly displace people to expand freeways. These

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<sup>5</sup> See '[Mining Recovery Act Data for Opportunities to Improve the State of Practice for Overall Economic Impact Analysis of Transportation Investments](#)' prepared by Cambridge Systematics, Inc. for the American Association of State Highway and Transportation Officials (AASHTO) in 2012.

<sup>6</sup> See '[Learning From the 2009 Recovery Act: Lessons and Recommendations for Future Infrastructure Stimulus](#)' by Transportation for America, released in April 2020.

mostly communities of color suffer from a loss of homeownership equity and community ties when they are forced to relocate to make room for highway widening.

**Reconnect Communities to Develop Holistic, Positive approaches**

Besides ensuring that Metro’s highway program does not continue to create harms from future expansion projects, there is also an opportunity before us to address past adverse impacts of existing highway infrastructure. Recognizing that highways, while serving their purpose, have divided communities, restricted mobility options, and resulted in poor air quality in highway-adjacent communities, the Bipartisan Infrastructure Law, passed in 2021, created a new Reconnecting Communities grant program.

This new grant program is intended to support the restoration of community connectivity through the removal or retrofit of existing highways that currently create barriers in communities. We encourage Metro to think progressively about potential projects that our region could put forth towards these purposes.

We submit this letter in the spirit of collaboration. We are committed stakeholders who have and will continue to dedicate our time and expertise towards aiding Metro in realizing important sustainability goals. We thank you in advance for your consideration of the purpose of and proposal suggested in this letter, and we welcome further discussion and partnership on this matter.

Sincerely,

Bryn Lindblad, Chair of Metro’s Sustainability Council

Thomas Small, Vice Chair of Metro’s Sustainability Council

Ghina Yamout, Second Vice Chair of Metro’s Sustainability Council

*On behalf of the Metro Sustainability Council, which voted to submit this letter via a vote of 13 in favor, 2 opposed, and 2 abstained at their meeting on March 10, 2023.*



## **MINUTES**

**Thursday, March 23, 2023**

**10:00 AM**

### **Board of Directors - Regular Board Meeting**

#### **DIRECTORS PRESENT:**

**Ara J. Najarian, Chair**  
**Jacquelyn Dupont-Walker, 1st Vice Chair**  
**Janice Hahn, 2nd Vice Chair**  
**Kathryn Barger**  
**Karen Bass**  
**James Butts**  
**Fernando Dutra**  
**Lindsey Horvath**  
**Paul Krekorian**  
**Holly J. Mitchell**  
**Tim Sandoval**  
**Hilda Solis**  
**Katy Yaroslavsky**  
**Godson Okereke, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:05 A.M.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 10, 12, 15, 16, 18, 20, 26\*, 27, 28, 31, 33, 34, and 35.

\*Item required a two-thirds vote of the Board.

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

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	A	Y

**2. SUBJECT: MINUTES**

**2023-0193**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 23, 2023.

**3. SUBJECT: REMARKS BY THE CHAIR**

**2023-0191**

RECEIVED remarks by the Chair.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	P	P	P	P	A	P	P	P	P	P	A	P

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

**2023-0192**

RECEIVED report by the Chief Executive Officer.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	P	P	P	P	A	P	P	P	P	P	A	P

\*\*\*\*\*

KB = K. Barger	JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis
KRB = K.R. Bass	FD = F. Dutra	HJM = H.J. Mitchell	K. Yaroslavsky
MB = M. Bonin	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, A/C = ABSENT/CONFLICT P = PRESENT

**5. SUBJECT: AWARD RECOMMENDATIONS FOR RECREATION ACCESS COMPETITIVE GRANT PROGRAM** **2022-0849**

APPROVED ON CONSENT CALENDAR:

- A. project selection and programming of \$1,000,000 for the Recreation Access Competitive Grant Program.
- B. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.
- C. AUTHORIZING the CEO or her designee to adjust programming amounts, including, but not limited to, soliciting additional project applications, shifting funding amounts between the awarded projects, and/or increasing award amounts should additional funding become available.

**6. SUBJECT: FUNDING PROGRAMMING FOR FEDERALLY MANDATED PARATRANSIT SERVICES** **2023-0092**

APPROVED ON CONSENT CALENDAR:

- A. the programming of \$246.7 million in federal Surface Transportation Block Grant Program (STBGP) funds for Access Services for Fiscal Years (FY) 2024 through FY 2026; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute funding agreements between Metro and Access Services.

**7. SUBJECT: A NEW START FOR THE WEST SANTA ANA BRANCH MOTION** **2023-0183**

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Dutra, Solis, and Barger that the Board direct the Chief Executive Officer to work collaboratively with the West Santa Ana Branch Corridor City manager Technical Advisory Committee, Gateway Cities Council of Governments, Eco Rapid Transit Joint Powers Authority, local elected officials, community-based organizations, schools and colleges, and residents along the corridor in order to rebrand the West Santa Ana Branch, including (a) renaming the project no later than January 2024 that represent the community character and local context, (b) developing a robust communication strategy to get input for and from CBOs, corridor cities residents and businesses, and key stakeholders, and (c) report back on progress toward these directives on a quarterly basis, beginning in June 2023.

**10. SUBJECT: INVESTMENT POLICY**

**2023-0048**

ADOPTED ON CONSENT CALENDAR:

- A. the Investment Policy;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials, Attachment B; and
- C. DELEGATING to the Treasurer or his/her designees, the authority to invest funds for a one-year period, pursuant to California Government Code (“Code”) Section 53607.

**12. SUBJECT: INVESTMENT MANAGEMENT SERVICES BENCH**

**2023-0054**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award ten- (10) year bench Contract Nos. PS45150000 through PS45150007, for investment management services, to the firms listed below, for a total not-to-exceed amount of \$12,393,750 for the initial five-year base term, plus \$12,393,750 for the five-year option term, for a combined not-to-exceed amount of \$24,787,500, effective April 1, 2023, subject to resolution of protest(s), if any:

A. Discipline 1: Intermediate duration fixed income managers

- 1.1 LM Capital Group, LLC
- 1.2 RBC Global Asset Management (U.S.), Inc.
- 1.3 Chandler Asset Management, Inc.
- 1.4 US Bancorp Asset Management, Inc.
- 1.5 Payden & Rygel

B. Discipline 2: Short-term duration fixed income managers

- 2.1 CSM Advisors, LLC dba CS McKee
- 2.2 Longfellow Investment Management Co., LLC
- 2.3 US Bancorp Asset Management, Inc.
- 2.4 Loop Capital Asset Management
- 2.5 Payden & Rygel
- 2.6 RBC Global Asset Management (U.S.), Inc.

<b>JDW</b>	<b>JH</b>	<b>KB</b>	<b>JB</b>	<b>FD</b>	<b>PK</b>	<b>HJM</b>	<b>TS</b>	<b>HS</b>	<b>LH</b>	<b>KY</b>	<b>KRB</b>	<b>AJN</b>
<b>Y</b>	<b>Y</b>	<b>C</b>	<b>Y</b>	<b>Y</b>	<b>A</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>A/C</b>	<b>Y</b>

**13. SUBJECT: PROPOSITION C BONDS**

**2023-0004**

ADOPTED a Resolution that authorizes the issuance and sale of up to \$330 million in aggregate principal amount of the Proposition C Sales Tax Revenue Refunding Bonds in one or more series, and the taking of all other actions necessary in connection with the issuance of the refunding bonds.

**(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)**

<b>JDW</b>	<b>JH</b>	<b>KB</b>	<b>JB</b>	<b>FD</b>	<b>PK</b>	<b>HJM</b>	<b>TS</b>	<b>HS</b>	<b>LH</b>	<b>KY</b>	<b>KRB</b>	<b>AJN</b>
Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	A/C	Y

**15. SUBJECT: STATE LEGISLATION**

**2023-0129**

ADOPTED ON CONSENT CALENDAR staff recommended positions:

- A. **AB 463 (Hart)** Electricity: prioritization of service: public transit vehicles. - **WORK WITH AUTHOR**
- B. **AB 761 (Friedman)** Transit Transformation Task Force. - **SUPPORT**

**16. SUBJECT: METRO SYSTEM ADVERTISING CONTRACT**

**2023-0074**

**MODIFICATIONS (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL)**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 5 to Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System, with OUTFRONT Media Group, LLC, to:
  1. Revise Revenue Compensation to LACMTA, to adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contract as depicted in Attachment A - Revenue Summary;
  2. Extend the Contract period of performance for an additional two years from February 28, 2028, to February 28, 2030, to help recover revenue lost during the COVID pandemic;
  3. Increase Metro’s share of voice (agency ad space) from 10% to 15% as part of the media inventory where the Contractor covers materials and services.
- B. EXECUTE Modification No. 3 to Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System, with Intersection Parent, Inc. to:

(continued on next page)



(Item 16 – continued from previous page)

1. Revise Revenue Compensation to LACMTA to adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contracts as depicted in Attachment A - Revenue Summary;
2. Extend the Contract period of performance for an additional two years from February 28, 2028, to February 28, 2030, to help recover revenue lost during the COVID pandemic;
3. Increase Metro’s share of voice (agency ad space) from 10% to 15% as part of the media inventory where the Contractor covers materials and services;
4. Expedite the digital screen placement program to deploy 500 screens by 2026 to improve our riders’ customer experience and prepare for the 2028 Olympic and Paralympic Games.

**18. SUBJECT: MOBILITY WALLET PILOT UPDATES**

**2023-0089**

APPROVED ON CONSENT CALENDAR:

- A. the finding that Mobility Wallets are exempt from federal income tax because the payments promote the general welfare of low-income eligible participants and do not represent compensation for service; and
- B. an amendment to the existing Mobility Wallet Pilot Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to increase funding from the City by \$3,743,230, increasing the total funding from \$756,770 to \$4.5 million for Metro to lead the implementation and distribution of the Mobility Wallets.

**19. SUBJECT: FUNDING PLANS FOR EXISTING TIRCP PROJECTS AWARDED PARTIAL FUNDING**

**2023-0056**

RECEIVED AND FILED report on funding plans for the West Santa Ana Branch (WSAB) and Metro L (Gold) Line Foothill Extension in response to Transit and Intercity Rail Capital Program Cycle 6 Grant Application Motion #49.1.

<b>JDW</b>	<b>JH</b>	<b>KB</b>	<b>JB</b>	<b>FD</b>	<b>PK</b>	<b>HJM</b>	<b>TS</b>	<b>HS</b>	<b>LH</b>	<b>KY</b>	<b>KRB</b>	<b>AJN</b>
P	P	P	P	P	A	P	P	P	P	P	A	P

**19.1.SUBJECT: LEGISLATIVE ADVOCACY AND FUNDING PLANS FOR 2023-0215  
NEXT GRANT CYCLE FOR TRANSIT AND INTERCITY RAIL  
CAPITAL PROGRAM (TIRCP) GRANT APPLICATION MOTION**

APPROVED Motion by Directors Sandoval, Barger, Hahn, Solis, Najarian, and Dutra that:

- A. The Metro Board reaffirms its December 2022 board action pertaining to the prioritized existing TIRCP eligible projects and now recognizes the Foothill Gold Line to Montclair (FGLM) and the West Santa Ana Branch (WSAB) as Metro’s first and second priority projects, respectively, for any funding made available to existing TIRCP projects through current and/or future TIRCP cycles as well as for SB 198 funding;

WE FURTHER DIRECT THE CEO TO:

- B. Provide further detail about the specific competitive, formula, and local funding programs that FGLM and WSAB are eligible for, and continue dialogue with project stakeholders, community, and agency partners to identify and pursue any and all appropriate sources of funding or FGLM and WSAB;
- C. Provide a robust legislative advocacy strategy advocacy strategy that complements and align with project key milestones, including the completion of the final EIR discussions with local jurisdictions, Caltrans, Port of Los Angeles, and Port of Long Beach, and the FTA’s ROD for the WSAB;
- D. Report back on the Board in September 2023 or earlier as the legislative advocacy and funding plans are made available.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	A	Y

**20. SUBJECT: METRO BUS SHELTERS MOTION 2023-0184**

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Mitchell, Najarian, Dupont-Walker, and Horvath that the Board direct the Chief Executive Officer to:

- A. Identify priority bus stops within each local jurisdiction based upon data, including but not limited to:
  1. Ridership per line and stop;
  2. Existing bus stop amenities such as seating, shelters, and lighting
  3. Heat island index
  4. EFCs
  5. Safety related incidents over the last three year

(continued on next page)

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- B. Share all available bus stop data with each applicable jurisdiction;
- C. Inventory transportation funding sources which can be leveraged to help local jurisdictions deliver bus stop improvements, including Metro-controlled and pass-through sources as well as both formula and competitive programs;
- D. Recommend technical, financial, and other ways for Metro to support bus stop improvements by local jurisdictions, prioritizing such improvements in Equity Focus Communities;
- E. In consultation with jurisdictions, host a bus stop summit to review the state of bus shelters, including examples of best practices and a vendor showcase;
- F. As part of the annual local return audit, report on the progress of installing and maintaining bus stop amenities by jurisdiction; and
- G. Report back on the above action items in 120 days.

**23. SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES**

**2022-0868**

AUTHORIZED ON A BIFURCATED VOTE:

- A. the Chief Executive Officer to negotiate and execute contract modifications to extend the current multi-agency transit law enforcement contracts annually for up to three additional years, through June 30, 2026, utilizing funds to be requested during future fiscal years' budget processes, contingent on compliance with the principles of Metro's Bias-Free Policing Policy and the Public Safety Analytics Policy; and

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	Y	Y	Y	Y	Y	ABS	Y	Y	N	Y	Y	Y

- B. REPORTING back to the Board in May 2023 on the feasibility of establishing an in-house Metro Transit Police Department to support Metro's Public Safety Mission and Value Statements.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**SUBJECT: ITEM 23 SUBSTITUTE MOTION BY DIRECTORS HORVATH AND BUTTS**

**FAILED**

- A. AMENDING Item 23 A to AUTHORIZE the Chief Executive Officer to negotiate contract modifications to extend the current multi-agency transit law enforcement contracts annually for up to three additional years, through June 30, 2026, contingent upon compliance with the principles of Metro’s Bias-Free Policing Policy and the Public Safety Analytics Policy.
- B. INSTRUCTING the CEO to report back at the May, 2023 Metro Board meeting on the status of the Transit Law Enforcement Services negotiations, including but not limited to, improved deployment of law enforcement officers to increase a visible presence and Metro’s authority to alter deployment as needed; operational adherence to Metro’s Bias-Free Policing Policy and Public Safety Analytics Policy; requested data and reporting requirements; and notification of sustained misconduct complaints against officers, as well as the preparation and transmittal of updated contract terms for Board review and approval.
- C. INSTRUCTING the CEO to report back on the feasibility of increasing the number of Transit Security Officers, homeless outreach, and community intervention workers, and custodians to a level required to effectively staff the entire LA Metro Transit System.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
N	ABS	Y	Y	Y	N	ABS	Y	N	Y	N	N	N

**26. SUBJECT: PURCHASE OF OCS STINGER TRUCK**

**2022-0631**

AUTHORIZED BY TWO-THIRDS VOTE ON CONSENT CALENDAR:

- A. the Chief Executive Officer to award a firm-fixed-price contract, Contract No. OP92098000, to Nixon-Egli Equipment Company, for one (1) Overhead Catenary System (OCS) Stinger Truck for a firm fixed price of \$882,520.78, inclusive of sales tax, subject to resolution of any properly submitted protest(s) if any; and
- B. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code 130237.

**27. SUBJECT: METRO FREEWAY SERVICE PATROL**

**2023-0014**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute contract modifications for four current Freeway Service Patrol (FSP) contracts in an aggregate amount of \$4,645,000 thereby increasing the contract amounts from \$18,020,679 to \$22,665,679 and extending the periods of performance for the following contracts:

- Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$710,000 for up to 5 months, increasing the total contract amount from \$4,696,302 to \$5,406,302;
- Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$495,000 for up to 5 months, increasing the total contract amount from \$4,145,024 to \$4,640,024;
- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$275,000 for up to 5 months, increasing the total contract amount from \$3,964,231 to \$4,239,231; and
- Beat 61: All City Towing Contract No. FSP5769100B61, for \$3,165,000 for up to 25 months, increasing the total contract amount from \$5,215,122 to \$8,380,122.

**28. SUBJECT: POWER SWEEPING SERVICES FOR ALL METRO FACILITIES**

**2023-0060**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 14 to Contract No. OP962800003367 with Nationwide Environmental Services, a Division of Joe's Sweeping Services, Inc., to provide power sweeping services for Metro's transit facilities in the amount of \$1,902,420, increasing the contract three-year base authority from \$6,841,346 to \$8,743,766 and extending the period of performance from June 01, 2023, through May 31, 2024.

**31. SUBJECT: MICROTRANSIT PILOT PROJECT - PART B**

**2023-0118**

AUTHORIZED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to execute Modification No. 10 to Contract No. PS46292001 with RideCo., Inc., for the MicroTransit Pilot Project, to extend the period of performance from April 1, 2023, through September 30, 2023, in an amount not to exceed \$8,292,453, increasing the Total Contract Value from \$35,131,602 to \$43,424,055; and

(continued on next page)

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B. an increase in the Contract Modification Authority (CMA) in the amount of \$829,245, or 10% of the total Contract Modification No. 10 value, increasing the total authorized CMA amount from \$100,000 to a new CMA amount of \$929,245 and execute individual Contract Modifications within the Board approved CMA.

**33. SUBJECT: USE OF PUBLIC SAFETY DATA MOTION RESPONSE 2022-0487**

ADOPTED ON CONSENT CALENDAR:

- A. The Bias-Free Policing Policy; and
- B. The Public Safety Analytics Policy.

**34. SUBJECT: METRO'S CUSTOMER CODE OF CONDUCT 2022-0291**

APPROVED ON CONSENT CALENDAR the revised Metro Customer Code of Conduct effective June 1, 2023.

**35. SUBJECT: METRO TRANSIT SECURITY 2022-0648**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to amend the FY23 Budget to add 48 Metro Transit Security full-time equivalent (FTE) positions to include 44 Transit Security Officers, three Supervisors, and one Director, Transit Security (Captain).

**36. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY 2023-0112**

RECEIVED AND FILED the Public Safety Report.

<b>JDW</b>	<b>JH</b>	<b>KB</b>	<b>JB</b>	<b>FD</b>	<b>PK</b>	<b>HJM</b>	<b>TS</b>	<b>HS</b>	<b>LH</b>	<b>KY</b>	<b>KRB</b>	<b>AJN</b>
P	A	P	P	P	P	P	P	P	P	P	P	P

**36.1.SUBJECT: MOTION RELATED TO ITEM 36 MONTHLY UPDATE ON PUBLIC SAFETY 2023-0226**

APPROVED AS AMENDED Motion by Directors Najarian, Barger, Solis, Butts, Dutra, and Horvath that the Board direct the CEO to:

- A. Extend the pilot Drug-Free Metro Campaign on the B/D lines an additional 90 days;
- B. Deploy TSOs and Ambassadors to B/D station “hot spots” most acutely impacted by the increase in reported crime and take appropriate actions including applying the code of conduct and Respect the Ride program, as well as working with the Substance Abuse/Safety Campaign;

(continued on next page)

(Item 36.1 – continued from previous page)

- C. Coordinate with the Los Angeles County Department of Public Health and Mental Health to make substance abuse prevention and treatment resource available to the riding public as part of the pilot campaign;
- D. Evaluate current staffing to determine if additional internal resources should be allocated to supplement the pilot campaign and expand our TSO and Ambassador programs;
- E. Report back monthly with observations and outcomes of the above actions beginning April 2023; and
- F. Report back in 90 days on environmental design and infrastructure intervention options for our bus stops, stations, including platforms, plazas, and ancillary areas, that improve safety and the overall customer experience.

**DUPONT-WALKER AMENDMENT:** Direct the CEO to report back in 90 days with a status update on the specific environmental interventions being implemented at Westlake/MacArthur Park station including the installation of “paddle style” fare gates. Report on how upgraded fares gate infrastructure can be scaled to include additional B and D Line stations.

**BUTTS AMENDMENT:** Include in the monthly report back: deployment information that includes the number of boardings that are accomplished by ambassadors and contract services; provide information about the time people spend on the system; juxtaposed against the number of hours that are spent on people in cars, we need to know the breakdown of where law enforcement resources are deployed.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**37. SUBJECT: DEDICATING EAST LA CIVIC CENTER STATION IN HONOR OF FORMER LOS ANGELES COUNTY SUPERVISOR GLORIA MOLINA MOTION** **2023-0208**

APPROVED Motion by Directors Solis, Mitchell, Barger, Hahn, Horvath, and Bass that the Board direct the CEO to:

- A. Prepare a plan dedicating the L (Gold) Line East LA Civic Center station in honor of the trailblazer Los Angeles County Supervisor and Metro Board Director Gloria Molina; and
- B. Report back on the above at the June 2023 Executive Management Committee meeting.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	A	Y

~~38. **WITHDRAWN SUBJECT: WHITTIER BOULEVARD/PAINTER AVENUE INTERSECTION IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY** 2023-0087~~

CONSIDER:

- ~~A. HOLDING a public hearing on the proposed Resolutions of Necessity; and~~
- ~~B. ADOPTING the Resolutions of Necessity authorizing the commencement of an eminent domain action to acquire a 28-month Temporary Construction Easement (“TCE”) interest from the properties located at:~~

~~13127 Whittier Boulevard, Whittier, CA, APN:8141-033-006, CPN: 81781-1;~~  
~~13205 Whittier Boulevard Whittier, CA, APN:8142-033-052, CPN: 81782-1;~~  
~~13241 Whittier Boulevard, Whittier, CA, APN:8142-033-068, CPN: 81783-1, 2~~  
~~13301 Whittier Boulevard, Whittier, CA, APN:8142-033-069, CPN: 81784-1;~~  
~~8421 Painter Avenue, Whittier, CA, APN:8142-033-070, CPN: 81785-1;~~

~~The above listed requirements are collectively identified as the “Property Interests” as identified in (Attachment A).~~

~~(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)~~

**39. SUBJECT: CLOSED SESSION 2023-0205**

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(2)

- Significant Exposure to Litigation (Two Cases)

NO REPORT.

B. Conference with Real Property Negotiators - G.C. 54956.8

Property: 10921 Wilshire Boulevard, Los Angeles, CA 90024  
 Agency Negotiator: Craig Justesen  
 Negotiating Parties: W.W. Westwood, L.P.  
 Under Negotiation: Price and terms.

APPROVED an administrative settlement for the acquisition of permanent and temporary surface and sub-surface real property rights. Settlement documents will be made available after fully executed.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	A	A	Y	Y	Y	A	Y	Y	Y	A	Y



**ADJOURNED AT 3:22 P.M.**

Prepared by: Jessica Vasquez Gamez  
Administrative Analyst, Board Administration



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Collette Langston, Board Clerk



## Board Report

File #: 2023-0016, File Type: Contract

Agenda Number: 5.

### PLANNING AND PROGRAMMING COMMITTEE APRIL 19, 2023

**SUBJECT: COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a five-year firm, fixed price Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services and Regulatory Compliance Support in the amount of \$6,145,965.36, subject to resolution of protest(s), if any.

#### **ISSUE**

Metro has a proven and well-established Commuter Options and Regulatory Compliance Support Program (Program) since April 2005 and a robust customer- and ride-matching database to support a carpool- and vanpool-formation function in the region. Under this program, Metro assists 878 worksite/employer Employee Transportation Coordinators (ETCs) participating on a variety of levels within Los Angeles County. Metro partners with Orange County Transportation Authority (OCTA), Ventura County Transportation Commission (VCTC), Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority (SBCTA) to create an inter-county database of 407,977 commuter registrants, which provides a cross-regional ride-matching function for congestion reduction purposes. Metro also works closely with the South Coast AQMD and Los Angeles County ETCs in complying with air quality regulation Rule 2202 as well as working with employers mandated by local city congestion management ordinances.

Metro's current Contract No. PS42183000, Metro Rideshare/Shared Mobility Program Support expires on May 31, 2023. To keep these services intact to support employer ETCs, the South Coast AQMD, Transportation Management Associations/Organizations (TMA/Os), and commuters who have come to depend on these services, staff recommends extending the Program by awarding the contract to the above-mentioned contractor.

#### **BACKGROUND**

The Metro Commuter Options and Regulatory Compliance Support team is a one-stop multifaceted Transportation Demand Management (TDM) resource for Los Angeles County employers/ETCs, TMA/Os and individual commuters interested in reducing vehicle-miles traveled (VMT), easing their

commute time and improving air quality by decreasing single-occupancy vehicles (SOV).

Services are wide-ranging and include assisting employers in developing a telecommuting plan, carpooling ride-matches, and vanpool formation and seat filling. Promotions include Commuter Tax Benefits, flex/tiered work schedules, employer-based transit subsidies, Metro's vanpool subsidy program, and incentive/rewards programs, such as Metro Rideshare Rewards and Go Metro to Work Free for new hires.

The Program has a quantifiable reputation for providing high quality personalized assistance to employers that are mandated to comply with the South Coast AQMD's Rule 2202, and specifically the chosen option of implementing an on-site Employee Commute Reduction Program (ECRP). Under the ECRP, employers need to submit an annual Trip Reduction Plan (TRP) and a yearly Average Vehicle Ridership (AVR) survey. Along with assisting with the ECRP requirements, the services include the production and distribution of customized RideGuides (carpool and vanpool matches and transit information), conducting semi-annual congestion management certification workshops and assisting with outreach events/activities throughout the year.

The program is a branch of the five County Transportation Commissions (CTC) partnerships, which includes OCTA, RCTC, SBCTA and VCTC. The collective CTCs share a regional database that is used by ETCs and commuters throughout the five counties. This collaborative effort also allows for systematic multi-regional information to be distributed through the "On The Go" newsletter(s), and fosters seamless regional publicity, assists with outreach activities, and works in concert with TMA/Os and the SCAQMD. This TDM program is part of Metro's Long Range Transportation Plan to assist the region in reducing traffic congestion and improving air quality.

## **DISCUSSION**

Managing congestion-reduction strategies and air quality compliance regulations is complex and requires a specific TDM professional knowledge base as well as industry-related working relationships. Metro utilizes a trained and specialized consultant service to provide a broad range of services to customers. This contract will enable Metro to continue to deliver South Coast AQMD Rule 2202 regulatory compliance support and mobility options to ETCs in Los Angeles County, employers mandated under local city congestion reduction ordinances and individual commuters seeking commute reduction options. The active customer base reaches across the entire Los Angeles County demographic and up to the regional borders. Staff works closely with neighboring CTCs to ensure seamless cross regional customer support.

The recommended contractor, ITS, a Medium Sized 1 business, has a proven and effective work performance in managing the nine defined tasks and deliverables needed for this program. Since 2001, ITS has successfully been an integral part of the multi-regional TDM arena in the development and management of the associated ridesharing/ridematching and AVR software database. They provide detailed monthly, quarterly, mid-year and year-end reports outlining their Metro-related accomplishments and have met or exceeded program expectations. ITS has a documented history of managing up to or under budget and has an established work history with Metro for close to 18 years. They are the incumbent contractor and under a current contract, which was awarded in October 2017. This contractor has a customer-centric ideology and has a long running documented

rating/score of 4.8 out of 5 stars in relation to customer satisfaction.

In the past, the Program and its services were labeled as “Rideshare”. However, since many app-based ride-hailing services have now repurposed the term “Rideshare” for the mobility option that their services provide, this has caused confusion with the ride-matching function, such as the carpooling and vanpool formation function. Therefore, staff has changed the label to “Commuter Options and Regulatory Compliance Support” for the services provided by the program, and under this contract.

Products and services that the contractor will be responsible for include but are not limited to: software and database maintenance; TRP and AVR transportation survey and reporting; RideGuide processing and distribution; respond to in/outbound calls, emails and online inquires; incentive program eligibility and fulfillment; personalized support to commuters; one-on-one training and support to employer ETCs and TMA/Os; organize and assist at county Rideshare events; and support overall program growth initiatives, as well as conduct monthly ETC briefings and database training.

In addition, the contractor will oversee the Los Angeles County’s portion of the regional proprietary database software, which ensures a standardized operating system with OCTA, SBCTA, RCTC and VCTC, thus providing a seamless experience for users across all counties.

### **DETERMINATION OF SAFETY IMPACT**

The program/services will not have any safety impacts.

### **FINANCIAL IMPACT**

The total estimated project cost is \$6,145,965.36, including five years of annual operating costs. First year expenses are budgeted through the FY23 in cost center 4320, Project 405547, Professional Services. The cost center manager and executive officer in charge of Regional TDM will be responsible for budgeting in future years.

#### **Impact to Budget**

The source of funds for this action is Proposition C 25% Streets and Highway, which is not eligible to fund bus and rail operating and capital expenditures. The program is using Prop C 25% funds to exclusively support Los Angeles County ETCs, employer/businesses, TMA/TMOs and commuters. OCTA, SBCTA, RCTC and VCTC employ their own separate contractors to perform similar regulatory support and ridesharing services for the demographic within their respective regions, and within their own budget/s.

### **EQUITY PLATFORM**

This program works directly with the South Coast AQMD, TMA/TMOs and cities mandated by air quality and congestion management regulations in offering regulatory compliance and commuter support/assistance. The services are free of charge on all levels, which makes it accessible to all

interested parties (employers/businesses, cities, and commuters) on an equitable basis.

Staff is conducting Geographic Information Systems (GIS) analysis to design heat and/or density maps that will indicate which employers and their corresponding employees are located in Equity Focused Communities (EFCs). The objective of this analysis is to identify any patterns or access barriers that employers or commuters in EFCs might be experiencing. This analysis is anticipated to be completed by the end of 2023.

Under this program's initiatives, employers/businesses are encouraged to market Metro's commuter options programs and resources to their employees. Through this program, staff refer customers to state and federal incentives, local small business resources, and internal Metro programs, such as the Bike and Vanpool subsidy programs. Since customers are employers/businesses and TMA/TMOs that have primary and direct working relationships with their workforce and/or clients, they are entrusted to reach out in ways that best meet their demographic needs. Workshops and training-related activities conducted within this program are offered both in person and virtually, which offers improved access for attendees with disabilities and ETCs with limited labor resources and/or travel budgets. The ETC and Commuter newsletter/s are produced in English and Spanish.

This was an open solicitation under the Medium Size Business Enterprise Program (MSZ-1) and included a Small Business Enterprise (SBE) goal of 22% and a Disabled Veteran Business Enterprise (DVBE) of 3% for the Rideshare Services and Regulatory Compliance Support contract.

The recommended contractor has met the required goals.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the following Strategic Plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

## **ALTERNATIVES CONSIDERED**

The Board can choose not to approve the award of this Rideshare Services and Regulatory Compliance Support contract. However, this is not recommended as Metro would no longer be able to provide critical South Coast AQMD Rule 2202 program support for our LA County employers' ETCs and/or assistance to commuters. One such client is the County of Los Angeles with whom staff work with to process annual surveys for over 150 of their worksites. It will also discontinue the Ride-matching carpooling and vanpool formation function.

The contractor staff members are bilingual and are South Coast AQMD certified Employee Transportation Coordinators (ETCs) with over 18 years of Regulatory Compliance Support and Ridesharing Services experience. If Metro takes the alternative of bringing the service in-house, increase staff capacity with South Coast AQMD ETC certifications and bilingual capabilities will be needed.

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Awarding this program to an outside source (contractor) also allows Metro the opportunity to support a local Medium-Sized business 1 as well as a local SBE and DVBE.

### **NEXT STEPS**

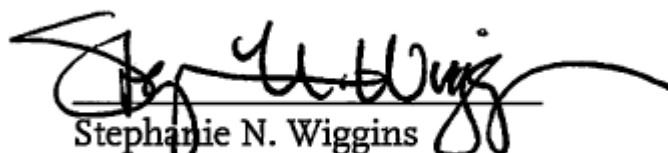
Upon approval by the Board, staff will execute Contract No.PS95419000 with Innovative TDM Solutions (ITS) for the Rideshare Services and Regulatory Compliance Support which will reside under Regional TDM Program and Policy (CC4320),

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by:           Martin Buford, Senior Manager, (213) 922-2601  
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Stephanie N. Wiggins  
Chief Executive Officer

**PROCUREMENT SUMMARY**

**RIDESHARE SUPPORT AND REGULATORY COMPLIANCE SUPPORT/PS95419000**

1.	<b>Contract Number: PS95419000</b>	
2.	<b>Recommended Vendor:</b> Innovative TDM Solutions	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> October 26, 2022	
	<b>B. Advertised/Publicized:</b> October 26, 2022	
	<b>C. Pre-Proposal Conference:</b> November 3, 2022	
	<b>D. Proposals Due:</b> November 21, 2022	
	<b>E. Pre-Qualification Completed:</b> February 17, 2023	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> November 22, 2022	
	<b>G. Protest Period End Date:</b> April 25, 2023	
5.	<b>Solicitations Picked up/Downloaded:</b> <p style="text-align: center;">27</p>	<b>Bids/Proposals Received:</b> <p style="text-align: center;">1</p>
6.	<b>Contract Administrator:</b> Yamil Ramirez Roman	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Martin Buford	<b>Telephone Number:</b> (213) 922-2601

**A. Procurement Background**

This Board Action is to approve Contract No. PS95419000 issued in support of Rideshare Support and Regulatory Support services which assists Los Angeles County based Transportation Management Association and Organization and Employee Transportation Coordinators of participating employers, to manage and comply with the South Coast Air Quality Management District (SCAQMD) Rule 2202, On-Road Mitigation Options. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposal (RFP) was issued in accordance with Metro’s Acquisition Policy and the contract type is a firm fixed price. The RFP was issued under the Medium-Size Business Enterprise Program 1 (MZ-1) with a Small Business Enterprise (SBE) goal of 22 percent and a Disabled Veteran Business Enterprise (DBVE) goal of 3 percent. It was also subject to the Local Small Business Enterprise Preference program, which awards a bonus of 5 preference points for the utilization of local small business firms.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 15, 2022 clarified the language of the Medium Size 1 (MSZ 1) Program that incorrectly stated the RFP was issued without an SBE/DBVE Goal.

A total of 27 firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on November 3, 2022 that was attended by 3 participants representing 3 firms. There were 15 questions asked, and responses were released prior to the proposal due date.

One (1) proposal was received on the due date of November 21, 2022. A market survey was conducted of planholders that did not submit a proposal to ascertain the reason(s) for non-submittal. Reasons given for not submitting proposals included contractor's unavailability due to other commitments, unable to meet the capabilities required by the scope of services, and unavailability of staff to complete a proposal for personal reasons.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Shared Mobility and Implementation Department, Orange County Transportation Authority (OCTA), and Ventura County's Transportation Commission (VCTA) was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Contractor's Regulatory Compliance Support & Ridesharing Services Experience 30 percent
- Experience, Staffing and Coordination 25 percent
- Effectiveness of Project Management Team and Work Plan 25 percent
- Price 20 percent
- Local Small Business Enterprise (LSBE) Preference Program 5 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar transportation demand management services procurements. Several factors were considered when developing these weights, giving the greatest importance to the Contractor's Regulatory Compliance Support & Ridesharing Services experience.

During the period of December 1, 2022 to December 7, 2022 the PET independently evaluated and scored the technical proposal. The PET determined that oral presentations were not needed and on December 7, 2022, Innovative TDM Solutions was determined to be technically qualified to perform the work.

### **Qualifications Summary of Firm:**

#### **Innovative TDM Solutions**

Innovative TDM Solutions (ITS) is a Medium Size 1 transportation demand management firm. ITS has staff who are bilingual, SCAQMD certified Employee Transportation Coordinators (ETCs), and assisted in the creation of the Average



Vehicle Ridership software program utilized by over 1000 employers in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. ITS has been successfully providing Metro with Rideshare/shared mobility program support for the past 17 years.

ITS' proposal demonstrated over 18 years of Regulatory Compliance Support and Ridesharing Services experience, and the proposed Project Manager has 42 years of experience in the TDM industry. Their Regulatory Compliance Support and Ridesharing Services. Their proposal also identified progress indicators, which are critical for the program success.

ITS' proposal includes staff assigned full time to the project with decades of experience in the TDM industry and providing Rideshare support services. The proposed staff responsibilities and work plan include running surveys, providing training to ETCs, assisting employers with rideshare/shared mobility programs, providing outreach and education, and growing the program through additional participating employers and rideshare/shared mobility users.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Innovative TDM Solutions</b>				
3	Contractor's 'Regulatory Compliance Support & Ridesharing Services' experience	91.10	30.00%	27.33	
4	Experience, Staffing and Coordination	90.00	25.00%	22.50	
5	Effectiveness of Project Management Team and Work Plan	92.68	25.00%	23.17	
6	Cost Proposal	100.00	20.00%	20.00	
7	Local Small Business Enterprise (LSBE) Preference Program (Bonus 5%)	0.00	5.00%	0.00	
8	<b>Total</b>		<b>105.00%</b>	<b>93.00</b>	<b>1</b>

### **C. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and negotiations. Metro successfully negotiated a cost savings of \$319,756.63 from reductions in the proposed costs of travel, and profit.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated or NTE amount</b>
1.	Innovative TDM Solutions	\$6,465,721.99	<b>\$5,403,917.74</b>	<b>\$6,145,965.36</b>

The variance between the ICE and final negotiated amount reflects the rapid inflation caused by the COVID-19 Pandemic that has resulted in a rise of labor and material costs for most services. In addition, Metro’s ICE inadvertently did not account for other direct costs or profit.

**D. Background on Recommended Contractor**

The recommended firm, Innovative TDM Solutions (ITS), located in Riverside, CA has been in business for thirty-four years with experience in the regional rideshare industry. ITS is the incumbent contractor for the Metro Rideshare/Shared Mobility Program Support and has provided Metro with these services for the past 17 years. The proposed team is comprised of staff from ITS and two subcontractors, one is SBE certified, and the other is DBVE certified. Cumulatively, the team has over 100 years of experience in the TDM industry. The president and founder of ITS has served as the Project Manager for Metro’s rideshare program since 2005 and has 42 years of experience in the industry. The proposed on-site supervisor has 28 years of experience in the TDM industry, including 17 consecutive years working with the Metro Rideshare Program Support project. SBE subcontractor, The Van Stratten Group, has over 40 years of experience in TDM. Bayfish Creative Management, the DVBE subcontractor, has 24 years of experience providing marketing related support.

ITS is the incumbent provider for these services, and their services have been satisfactory.

DEOD SUMMARY

COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT/PS95419000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium Sized Business (MSZ-I) solicitation. Innovative TDM Solutions, an MSZ-I prime, exceeded the goal by making a 22.01% SBE and 3.06% DVBE commitment.

<b>Small Business Goal</b>	<b>22% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>22.01% SBE 3.06% DVBE</b>
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	<b>SBE Subcontractor</b>	<b>% Committed</b>	<b>LSBE</b>	<b>Non-LSBE</b>
1.	The Van Stratten Group	22.01%		X
<b>Total SBE Commitment</b>		<b>22.01%</b>		

	<b>DVBE Subcontractor</b>	<b>% Committed</b>	<b>LSBE</b>	<b>Non-LSBE</b>
1.	BayFish Creative Management	3.06%		X
<b>Total DVBE Commitment</b>		<b>3.06%</b>		

**B. Local Small Business Preference (LSBE)**

Innovative TDM Solutions, a non-LSBE prime, did not subcontract at least 30% of its contract value with eligible LSBE firms and was ineligible to receive the LSBE preference.

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**D. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**E. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

# Commuter Options & Regulatory Compliance Support



Planning and Programming Committee  
April 19, 2023  
Legistar #2023-0016

# RECOMMENDATION:

## Action

AUTHORIZE the Chief Executive Officer to execute Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services (Commuter Options) and Regulatory Compliance Support.

- Five-year firm fixed contract
- \$6,145,965.36 (Average = \$1.2m per fiscal year)

## Procurement

- Open solicitation under the Medium Size Business Enterprise 1 (MSZ-1) Program
- Contractor fulfilled the Small Business Enterprise (SBE) goal of 22% and Disable Veteran Business Enterprise (DVBE) goal of 3%



## BACKGROUND:

Metro has a successful and well-established Commuter Options & Regulatory Compliance Program since April 2005. The program is supporting ...

- Employers regulated by South Coast AQMD's Rule 2202 air quality compliance mandates
- Businesses required to comply with local city congestion reduction ordinances
- Non-regulated employers interested in reducing single occupancy vehicles into their worksite
- Commuters seeking alternate commute options outside driving alone
- Promotion of internal and external programs, such as: Transit, carpool and vanpool formation, teleworking, bike programs, commuter tax benefits, subsidy programs, etc....



# PROGRAM GOAL & SERVICES:

## Program Goal

- Reduce Single Occupancy Vehicle (SOV) travel through the means of transportation demand management (TDM) effort and multimodal commute options, such as transit, carpooling, vanpooling, biking, walking and promotion of telecommuting

## Services

- Regulatory Compliance Support –
  - Assist Employer Transportation Coordinators (ETCs) with annual SCAQMD Trip Reduction Plan submittal
  - Average Vehicle Ridership (AVR) survey and reporting
  - Local City Ordinances: TDM congestion management mandates and reporting support
- Other Commuter Options Programs and Supporting Services -
  - Guaranteed Ride Home program, Metro Incentives/Rewards, Go Metro To Work Free (new hires)
  - ETC Primary and Post South Coast AQMD Training, RP35 database training, Certification Workshops
  - Rideshare fairs/briefing, Carpool/Vanpool formation assistance
  - On The Go Newsletter (ETC and Commuter editions)
  - Customized RideGuides, Personalized one-on-one commuter assistance
  - Park & Ride multi-regional updates
  - Annual “Bike to Work” Day/Week/Month, Rideshare Week events





## EQUITY:

- Conducting Geographic Information Systems analysis to measure participation on both the employer/business and commuters from Equity Focus Communities (EFC). Objective is to identify any patterns of mobility difficulties, if any, that may be occurring for these community members and provide commuter options assistance
- Workshops and training activities are now routinely offered both in-person and virtually, which offers improved access for attendees with disabilities, limited labor resources and/or travel budgets
- All newsletters and communication material are produced in both Spanish and English
- Contractor staff are bilingual and ETC certified





## Board Report

File #: 2023-0021, File Type: Contract

Agenda Number: 6.

### PLANNING AND PROGRAMMING COMMITTEE APRIL 19, 2023

**SUBJECT: SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a two-year, firm fixed price Contract No. PS91223-2000 to ETC Institute to conduct a system-wide on-board origin-destination survey, in an amount of \$1,495,180, subject to resolution of protest(s), if any; and
- B. EXECUTE a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) to advance \$500,000 in local funding to complete the Los Angeles County portion of the Household Travel Survey for SCAG regional modeling validation purposes.

#### **ISSUE**

This systemwide on-board origin-destination survey (“OD Survey”) will be conducted to maintain Federal Transit Administration (FTA) compliance for the agency’s travel demand model. The FTA requires agencies in pursuit of Capital Investment Grants funding (New Starts and Small Starts) to conduct customer on-board origin-destination surveys every five years to provide accurate data for each agency’s in-house travel demand forecasting. Board approval of this professional services contract is needed to proceed with the surveying process.

During Metro’s scheduled OD Survey timeline, SCAG also plans on conducting their regional Household Travel Survey to update the information used in their activity-based model, used for their regional planning compliance with federal and state requirements. SCAG has asked Metro to provide a financial contribution for the Los Angeles County portion of their survey collection effort based on past contributions and collaboration.

#### **BACKGROUND**

##### Metro Travel Demand Model

Both Metro and SCAG maintain transportation models for forecasting future travel patterns, but they serve different purposes. Metro maintains a travel demand model that is specifically designed to

meet FTA requirements for evaluating current and future transit investments for purposes such as transit shares, project trips, station boardings, system connectivity, VMT reductions, cost benefit analyses, and travel times.

The OD Survey focuses on where the customers are coming from and going to, how they access/egress the system, what routes were taken throughout the trip, car ownership, income level, and purpose of the trip for transit users. Detailed geographic information about customer travel behavior is gathered as well.

### SCAG Model

SCAG's model focuses on household information and all other trip types, particularly vehicles. SCAG last conducted this household survey in 2012 (with State grant funds for surveying the entire SCAG region) to determine the share of auto and non-motorized trips across purposes, time periods, and household income markets. In 2001, the household survey effort was paid for by Metro local funds. SCAG is still in the process of procuring services, so the fixed price is not yet available. Any unspent funds will be refunded to Metro.

## **DISCUSSION**

### Findings

The last system-wide on-board survey was conducted in 2011. Since the last on-board survey, Metro has restructured its service and its fare payment system, as well as experienced a pandemic. These service changes and impacts require a new origin-destination survey. Additionally, results are useful for baseline data when doing the "before" portion of the "before and after" studies mandated by FTA to evaluate New Starts funded projects as they come into service.

### Considerations

Both surveys discussed in this report are needed to update the information available regarding regional transportation use trends, given the significant changes attributed to COVID. In the case of each survey, the existing data is more than a decade old. At least two years are needed to properly collect and evaluate the respective survey responses before the data can be used to recalibrate each model's assumptions for improved future forecasting.

## **DETERMINATION OF SAFETY IMPACT**

This action will not have any impact on the safety of our customers and/or employees because the purpose is only to gather additional data for the benefit of Metro and SCAG planning efforts.

## **FINANCIAL IMPACT**

Funds are available in the current budget for the requested activities.

### Impact to Budget

Funding of \$1,700,000 for professional services is included in the current fiscal year budget (FY23) in cost center 4230, project number 405542. The source of the funds is local (Prop A, C and TDA

Admin funds).

The OD Survey is a multi-year contract; it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in subsequent years. Funding for the SCAG Household Survey is currently available in the Technical Services budget. Depending on budget availability and FY24 budget approval, SCAG funding will be advanced in two installments.

### **EQUITY PLATFORM**

The first pillar of the Equity Platform is to define and measure. The OD Survey will provide the data that defines the various trips being taken on the Metro system (including origin and destination information beyond the system). The updated data generated from this effort will help staff more accurately evaluate Equity Focus Communities' (EFCs) access and travel, as well as the travel patterns of riders representing marginalized groups. Specifically, the Metro travel demand model, which will be updated with the OD Survey data, provides analysis of travel times in EFCs, by various modes during different periods of the day.

The second pillar of the Metro Equity Platform framework is to listen and learn. To properly do this, the OD Survey responses collected must include diverse participation, with an emphasis on engaging those most in need of equity to learn as much as possible about how they travel. The scope of work for this contract will require the following actions to be taken to ensure the data is fully representative of transit users:

- The OD Survey will be fielded on all of the rail lines and more than 70 bus lines, each carrying 1,500+ riders a day to gather at least 32,000 responses;
- The contractor will be required to engage individuals not proficient in English by maintaining a field survey team where at least 50% of the members are bilingual in Spanish, plus provide translation services for nine other enumerated languages;
- The contractor will train the surveyors for conflict avoidance with the unhoused customers and proper reach-out skills to Metro customers with disabilities.
- The contractor will be required to properly train staff and incentivize responses (including cash prizes) to ensure meaningful participation, with a focus on engaging those typically facing access to opportunity barriers, the underrepresented, or those less likely to participate based on experiences or perception of institutional biases; and
- The collection and weighting plan will be designed to ensure accurate representation of Metro ridership (including gender, income, car ownership, ethnicity, and limited English proficiency) in how the results/responses are evaluated.

The third pillar of the Equity Platform is to focus and deliver, recognizing Metro's role in delivering equitable outcomes. In support of this goal, the OD Survey contract has a Small Business Enterprise (SBE) commitment of 30.69% participation and a Disabled Veterans Business Enterprise (DVBE) commitment of 3%.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The data that will be collected in the OD Survey will help staff better evaluate mobility options in

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support of Strategic Plan goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Collaborating with FTA and SCAG on each survey effort supports Strategic Plan goal 4: Transform LA County through regional collaboration and national leadership. The updated data will be more reliable and therefore supports Strategic Plan goal # 5: Provide responsive, accountable, and trustworthy governance.

### **ALTERNATIVES CONSIDERED**

Compliance with the FTA requirement for an origin-destination survey every five (5) years was not recommended or feasible during the pandemic. FTA believes that resuming the survey practice this year is reasonable for model validation purposes. FTA has not been concerned about the “past due” nature of Metro’s existing origin-destination survey data because the Metro travel demand model continues to be the FTA’s national standard for evaluating modeling practices and developing innovative sensitivity tests. However, this OD Survey will help maintain Metro’s good standing.

### **NEXT STEPS**

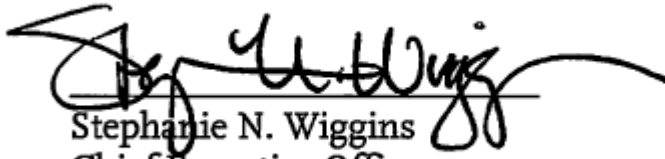
Upon Board approval, staff will execute Contract No. PS91223-2000 with ETC Institute and initiate work for the OD Survey. The work will begin during the current fiscal year and will complete within two years. Staff will also execute an MOU with SCAG to advance funding for their survey efforts, which are scheduled to commence in the fall of 2023.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by:           John Stesney, Principal Planner, (213) 922-6893  
                              Anthony Catalina, Senior Director, Countywide Planning & Development, (213) 922-2035  
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Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

## 2023 ON-BOARD SYSTEM-WIDE ORIGIN-DESTINATION SURVEY/PS91223-2000

1.	<b>Contract Number: PS91223-2000</b>	
2.	<b>Recommended Vendor:</b> ETC Institute	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> November 17, 2022	
	<b>B. Advertised/Publicized:</b> November 17, 2022	
	<b>C. Pre-Proposal Conference:</b> November 30, 2022	
	<b>D. Proposals Due:</b> December 27, 2022	
	<b>E. Pre-Qualification Completed:</b> In Process	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> January 3, 2023	
	<b>G. Protest Period End Date:</b> April 25, 2023	
5.	<b>Solicitations Picked up/Downloaded:</b>  25	<b>Bids/Proposals Received:</b>  2
6.	<b>Contract Administrator:</b> Yamil Ramirez Roman	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> John Stesney	<b>Telephone Number:</b> (213) 922-6893

**A. Procurement Background**

This Board Action is to approve Contract No. PS91223-2000 issued in support of the collection of information on origin-destinations, trip purposes, and demographics of Metro's customers. This data will enable Metro to understand the existing customer travel patterns and demographics. The data will also enable the creation of observed transit trip tables for use in calibrating and validating the Metro travel forecasting model. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with a Small Business Enterprise (SBE) goal of 30 percent and a Disabled Veteran Business Enterprise (DVBE) goal of 3 percent. It was also subject to the Local Small Business Enterprise Preference program, which awards a bonus of 5 preference points for the utilization of local small business firms. This solicitation is a re-issue after an initial solicitation (RFP No. PS91223) under the Small Business Enterprise Set-Aside Program failed to produce any qualified, responsive proposals.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 28, 2022 clarified the link to Metro's Small Business Query website;
- Amendment No. 2, issued on December 9, 2022 revised Exhibit A – Scope of Services of the RFP to include an updated Milestone Schedule for the project.

The Amendment also updated Exhibit 7 – List of Completed Contracts, increasing the time requirement from 5 years to 7 years.

A total of 25 firms downloaded the RFP and were included in the plan holder’s list. A virtual pre-proposal conference was held on November 30, 2022, and was attended by 6 participants representing 4 firms. There were 15 questions asked, and responses were released prior to the proposal due date. Two (2) proposals were received on December 27, 2022 from the following firms listed below in alphabetical order:

1. Dikita Enterprises, Inc.
2. ETC Institute

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning & Development Department was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Experience and Qualifications of the Team and Proposed Personnel 40 percent
- Work Plan/Project Approach 40 percent
- Cost 20 percent
- Local Small Business Enterprise (LSBE) Preference Program 5 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar on-board survey services procurements. Several factors were considered when developing these weights, giving the greatest importance to Experience and Qualifications of the Team and Proposed Personnel as well as Work Plan/Project Approach.

During the period of January 9, 2023 to January 17, 2023, the PET independently evaluated and scored the technical proposals. On February 2, 2023 both firms were invited for oral presentations which provided them the opportunity to present their qualifications, and to respond to questions from the PET. Following the oral presentations, the PET submitted final scores based on both the written proposals and input received during oral presentations. On February 13, 2023, the PET determined ETC Institute to be the highest ranked proposer.



## **Qualifications Summary of Firms:**

### **ETC Institute**

ETC Institute, Inc. is a Kansas-based market research firm that works to help local governmental organizations gather data from residents to enhance community planning. The firm demonstrated experience working with public agencies across the United States to administer on-board surveys. ETC has 40 years of experience and has administered surveys in over 1,000 cities since 2010.

ETC demonstrated their knowledge and competence in the technical areas as required in the scope of services and the proposal showcased their capabilities to administer the 2023 On-Board System-Wide Origin-Destination Survey.

ETC's proposal demonstrated extensive experience in fielding origin-destination surveys as well as in-depth knowledge of the Los Angeles County service area. The proposal also highlighted their years of experience working with their subcontractor, Anik Inc. in providing transit surveys. The organizational chart clearly identified the structure and task responsibilities of each team member.

### **Dikita Enterprises, Inc.**

Dikita Enterprises, Inc. (Dikita) is an Engineering and Consulting firm headquartered in Dallas, TX and has been the primary data collectors for Dallas Area Rapid Transit (DART) over the last 30 years. The company's president designed one of the transportation industry's first software applications to effectively capture boarding and alighting data via handheld computers. Dikita put together a team comprised of skilled transit modelers, transit data collection specialists, and software experts to address all key tasks.

Dikita's proposal demonstrated a good understanding of the human dynamics of interviewing respondents and the software used for the surveys would ensure the necessary rigor for data quality. Dikita's proposal did not demonstrate sufficient experience fielding origin-destination surveys and, while it identified a number of issues with this type of project, they did not propose possible appropriate solutions.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>ETC Institute</b>				
3	Experience and Qualifications of the Team and Proposed Personnel	92.50	40.00%	37.00	
4	Work Plan/Project Approach	82.50	40.00%	33.00	
5	Cost	75.68	20.00%	15.14	
6	Local Small Business Enterprise (LSBE) Preference Program (Bonus 5%)	100.00	5.00%	5.00	
7	<b>Total</b>		<b>105.00%</b>	<b>90.14</b>	<b>1</b>
8	<b>Dikita Enterprises, Inc.</b>				
9	Experience and Qualifications of the Team and Proposed Personnel	73.33	40.00%	29.33	
10	Work Plan/Project Approach	76.68	40.00%	30.67	
11	Cost	100.00	20.00%	20.00	
12	Local Small Business Enterprise (LSBE) Preference Program (Bonus 5%)	100.00	5.00%	5.00	
13	<b>Total</b>		<b>105.00%</b>	<b>85.00</b>	<b>2</b>

### C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and negotiations.

Metro staff successfully negotiated a cost savings of \$2,154 from reductions in the proposed overhead and profit.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	ETC Institute	\$1,497,334	<b>\$1,408,085</b>	<b>\$1,495,180</b>
2.	Dikita Enterprises, Inc.	\$1,133,247		

The variance between the final negotiated price and the ICE is due to the level of effort being underestimated for the following tasks: Task 4 Data Processing and Analysis, Task 5 Provide Data Set, and Task 6 Final Report. The increased level of effort was determined acceptable.

#### **D. Background on Recommended Contractor**

ETC Institute (ETC) is a market research firm with experience fielding over 1,000,000 on-board origin-destination surveys for transit agencies in 41 U.S. states. ETC uses a proprietary survey application that was developed in-house specifically to ensure the highest quality data is collected. The proposed project principal, project manager, programming manager, data manager, and assistant project manager have worked together in their same roles on origin-destination surveys since 2015.

Subcontractor Anik Inc. is a Metro certified SBE national staffing firm based in Los Angeles that has served as a subcontractor to ETC since 2019 and have provided staff for more than twenty survey projects. Subcontractor Sam Scully Staffing is a DVBE staffing firm based in Los Angeles and will provide temporary staff to field the surveys. Subcontractor Insight Transportation Consulting is an SBE firm that will provide ETC with modeling, expansion and analysis support.

ETC has worked on several Metro surveys such as the 2021 Customer Experience Survey, 2020 Telephone Survey and Crenshaw Line Before Intercept Survey, the 2022-23 Customer Satisfaction Surveys, and has performed satisfactorily.

DEOD SUMMARY

SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY/PS91223-2000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. ETC Institute exceeded the goal by making a 30.69% SBE and a 3% DVBE commitment.

<b>Small Business Goal</b>	<b>30% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>30.69% SBE 3% DVBE</b>
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	<b>SBE Subcontractor</b>	<b>% Committed</b>	<b>LSBE</b>	<b>Non-LSBE</b>
1.	Anik, Inc.	29.16%	X	
2.	Insight Transportation Consulting	1.53%		X
<b>Total SBE Commitment</b>		<b>30.69%</b>		

	<b>DVBE Subcontractor</b>	<b>% Committed</b>	<b>LSBE</b>	<b>Non-LSBE</b>
1.	Sam Scully Staffing Solutions	3%	X	
<b>Total DVBE Commitment</b>		<b>3%</b>		

**Local Small Business Preference Program (LSBE)**

ETC Institute, a non-LSBE prime, subcontracted at least 30% of its contract value with LSBE firms and was eligible for the preference.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2023-0029, File Type: Program

Agenda Number: 7.

**REVISED**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**APRIL 19, 2023**

**SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$52,157,339 in fiscal year (FY) 2022-23 LCTOP funds for the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

**ISSUE**

The Low Carbon Transit Operations Program (LCTOP), a California Cap-and-Trade Program established in 2014, provides operating and capital assistance funds to public transportation agencies to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving disadvantaged communities, similar to areas within Metro’s Equity Focus Communities. The State issued the FY 2022-23 LCTOP guidelines in January 2023 and requires agencies to claim these formula grant funds by May 1, 2023. A complete grant package includes an adopted Board resolution that provides recipient project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff seeks Board approval of the Resolution contained in Attachment A.

**BACKGROUND**

Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resources Board (CARB) and the State Controller’s Office (SCO).

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On March 1, 2023, the State notified eligible agencies of their FY 2022-23 fund allocation amounts, including \$46,701,338 apportioned to Metro. In addition, 17 Los Angeles County municipal operators requested to transfer to Metro \$5,456,001 of their FY 2022-23 LCTOP fund allocations in exchange for more flexible local funds.

## **DISCUSSION**

To claim the grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP funds. The complete application package must include a Board resolution that: 1) authorizes the CEO or their designee to claim \$52.1 million in FY 2022-23 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2022-23 LCTOP funds to Metro by the 17 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align these LCTOP funds with the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley (NSFV) Transit Corridor.

### LCTOP Program Funding

The LCTOP, created by California Senate Bill 862 (2014), provides proceeds from California's Cap-and-Trade Program to support transit agency investment in various projects intended to further reduce greenhouse gas emissions. In FY 2022-23, \$192.3 million was allocated to LCTOP statewide.

Transit agencies receiving funds from the LCTOP must submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

### Additional Project Eligibility Criteria

For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

### Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors in the analysis that resulted in the recommendation to use FY 2022-23 LCTOP funding on the Division 8 Charging Infrastructure and En Route Charging for NSFV Transit Corridor. Staff analyzed potentially viable proposed grant uses collected during prior years' LCTOP efforts and current year information requests from Metro's Senior Leadership Team. Staff analysis included evaluating potential LCTOP recipient projects against alignment with Metro's Strategic Vision, project and program costs, funding availability, feedback collected via community engagement, and the extent to which allocating to a project improves the balance between Metro's financial commitments and funding availability. Numerous community meetings and outreach were completed for the North San Fernando Valley BRT Improvements Project, where Metro staff collected feedback to incorporate into the project design. Outreach included low-income communities along the project corridor that are transit-dependent riders. Additionally, staff received positive comments during the extensive NextGen Bus Plan process in support of frequent, reliable service, and zero-emission buses for a smoother ride. Staff recommends the Division 8 Charging Infrastructure and En Route Charging for NSFV Transit Corridor because of its alignment to LCTOP eligibility requirements and for priority populations served, including state-identified DACs and overlap with Metro-defined Equity Focus Communities. The project also strongly supports Metro's commitment to further reduce greenhouse gas emissions by transitioning to zero-emission buses by 2035, ahead of CARB's Innovative Clean Transit (ICT) regulation to transition to one-hundred percent electric bus fleets by 2040.

The Division 8 charging infrastructure and en-route charging is in support of Metro's NSFV Bus Rapid Transit (BRT) Improvements Project, which includes new zero-emission buses. This will require the build-out for the full electrification of Division 8 and en-route charging to support the NSFV Transit Corridor, which will enable the charging of electric buses that aim to reduce noise and greenhouse gas emissions, provide better performance, and a quieter ride. The NSFV Transit Corridor project would increase connectivity and provide high-quality bus service and transit infrastructure in North San Fernando Valley communities.

### **DETERMINATION OF SAFETY IMPACT**

The requested actions will have no impact on the safety of our customers or employees.

### **FINANCIAL IMPACT**

Adoption of LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$52.1 million available to Metro.

#### **Impact to Budget**

Claiming LCTOP funds will have a positive impact on the budget once the LCTOP funds are scheduled to be disbursed to Metro.

### **EQUITY PLATFORM**

Senate Bill 535 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for



meeting the LCTOP requirement to prioritize serving disadvantaged communities. The California Environmental Protection Agency (CalEPA) provides tools for identifying Disadvantaged Communities based on geographic, socioeconomic, public health, and environmental hazard criteria.

Metro, as the lead agency, must select and document appropriate information to show that a proposed project meets all DAC and other priority population requirements. The State's criteria prioritize serving DACs and low-income communities. The LCTOP funds would fund equipment and charging infrastructure that will enable reduction in greenhouse gas emissions for bus lines that serve DACs, low-income communities, and overlap with Metro-defined Equity Focus Communities. Division 8 is located in a low-income community within a ½ mile of a DAC, and will support NSFV BRT bus lines that operate within areas that meet the State's definition for disadvantaged and low-income communities.

The proposed LCTOP grant funding will help Metro fund the procurement and installation of charging infrastructure for Metro's Division 8, and en-route chargers to support the North San Fernando Valley BRT Improvements Project. The NSFV BRT Improvements Project is a proposed new 18-mile BRT line that would enhance existing bus service and increase transit system connectivity. According to Metro's 2019 passenger on-board survey for Bus lines 152, 224, and 240, one in four households in the project area earns less than \$5,000 annually, and over 50 percent live below the poverty line. Nearly 50 percent of riders on these lines live or work in the area. The project will allow for transit service improvements to benefit Black, Indigenous, and People of Color (BIPOC), low-income, and communities that rely on transit across the project area in the North Valley. The project will also improve service for students of California State University, Northridge, where 75 percent identify as BIPOC. This includes benefits such as, more frequent and reliable bus service, improved connections to the regional transit network, better access to destinations across the region, more transit to meet growing demand, enhanced bus stops, and other service improvements.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation supports strategic plan Goal #1, provide high-quality mobility options that enable people to spend less time traveling, and Goal #3, enhance communities and lives through mobility and access to opportunity.

## **ALTERNATIVES CONSIDERED**

Metro's internal evaluation process, which aims to recommend the use(s) with the greatest potential to address operational needs, consisted of vetting candidate proposals against LCTOP requirements and Metro priorities, policies, and practices. Consistent with Board guidance to prioritize operational needs, Metro evaluated potentially eligible costs related to the Crenshaw/LAX Transit Project, Regional Connector Transit Project, and fareless or reduced fare initiatives. These options were not selected, in part, because Congestion Mitigation and Air Quality (CMAQ) funding is expected to cover much of the eligible costs. Operations for the Crenshaw/LAX Transit Project still has available LCTOP funds, and the State does not support adding more funding before exhausting prior year's allocations. The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of Metro's FY 2022-23 LCTOP fund allocation amount of \$46.7 million and the \$5.4 million in LCTOP funds transferred by 17 municipal operators to Metro.

**NEXT STEPS**

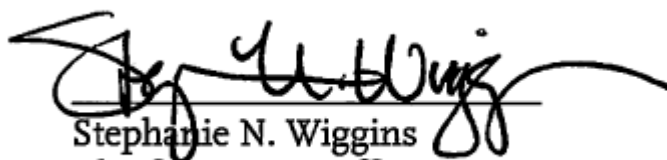
- May 1, 2023: Metro submits LCTOP allocation request to Caltrans.
- June 2023: Caltrans and CARB approve and submit project list to SCO.
- June - July 2023: SCO releases approved project list.

**ATTACHMENTS**

Attachment A - Board Resolution

Prepared by: Wendy San, Senior Transportation Planner, Countywide Planning & Development, (213) 922-4681  
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Reviewed by: James de la Loza, Chief Planning Officer, Countywide Planning & Development, (213) 922-2920

  
Stephanie N. Wiggins  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority  
Board Resolution**

**Authorization for the Execution of the Certifications and Assurances and  
Authorized Agent Forms for the Low Carbon Transit Operations Program  
(LCTOP) for the Following Project:**

**Division 8 Charging Infrastructure and En Route Charging for North San  
Fernando Valley Transit Corridor - \$52,157,339**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, 17 Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$5,456,001 in PUC 99314 FY2022-23 LCTOP funds to Metro for Metro's FY 2022-23 LCTOP Project; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or their designee; and

**WHEREAS**, Metro wishes to implement the following LCTOP project listed above;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the CEO or their designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2022-23 LCTOP funds:

**Project Name:** Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor

**LCTOP Funds Requested:** \$52,157,339 comprised of Metro's allocation of \$46,701,338 and PUC 99314 allocations transferred to Metro from 17 Los Angeles County LCTOP Contributing Sponsors totaling \$5,456,001 for Metro's FY 2022-23 LCTOP Project.

**Description:** Procurement and installation of charging infrastructure for Division 8 and en-route charging for North San Fernando Valley Transit Corridor.

**Benefit to Priority Populations:** The project is located in a low-income community within a ½ mile of a disadvantaged community (DAC) with bus lines that serve within areas that meet the State's definition for disadvantaged and low-income communities as defined by SB 535 (2012). Therefore, the project will enable reduction of air pollutants and toxic air contaminant emissions as defined by the State by providing greater access to the regional transit system.

**Contributing Sponsors:** Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, Foothill Transit, City of Gardena, City of Glendale, City of La Mirada, Long Beach Public Transportation Company, City of Montebello, City of Norwalk, City of Redondo Beach, City of Santa Clarita, City of Santa Monica, and City of Torrance.



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

## **CERTIFICATION**

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, April 27, 2023.

**By:** \_\_\_\_\_  
Collette Langston, Board Clerk, Los  
Angeles County Metropolitan  
Transportation Authority

Dated:

(SEAL)



Los Angeles County  
Metropolitan Transportation Authority

**Metro**<sup>™</sup>

**Board Report**

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**File #:** 2023-0013, **File Type:** Program**Agenda Number:** 11.

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**FINANCE, BUDGET, AND AUDIT COMMITTEE  
APRIL 19, 2023****SUBJECT: PROPERTY INSURANCE PROGRAM****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not to exceed premium of \$8.5 million for the 12-month period May 10, 2023, through May 10, 2024.

**ISSUE**

The All Risk Property and Boiler and Machinery insurance policies expire on May 10, 2023.

**BACKGROUND**

Metro's insurance broker, USI Insurance Services ("USI"), is responsible for marketing the property insurance program to qualified insurance carriers. In this challenging hard market, quotes are currently being received from, and negotiations are ongoing with, carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. Premium indications are based on current market expectations. Final pricing, however, is not yet available as USI continues to broker the most competitive pricing for Metro.

Metro established a Excess Commercial Property Insurance program to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process and secure the data required to approach underwriters and obtain the most competitive coverage and premium available.

Initial discussions begin in the first quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and what premium levels are indicated. Once established, an annual stewardship meeting is conducted in September to review what data will be required, including new infrastructure, such as rolling stock (bus, rail, and non-revenue vehicles), real property (buildings and facilities), business personal property (equipment, furniture), and newly completed projects as the agency accepts each. Risk Management obtains status data, including targeted completion dates of various projects, to provide an accurate account of the agency's present and future property exposures.

Risk Management compiles updated information, including projected revenues, payroll, property valuations, and property distribution, as needed. Once internal data is collected, the data is forwarded to USI for presentation to the domestic insurance marketplace as well as international markets in London, Bermuda, and European markets. Due to timing requirements, USI approaches underwriters in January to ensure that data is current. Initial indications of interest and costs generally become apparent in late March.

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount that Risk Management may utilize to approach the CEO and Board to obtain approval for the binding of the new program, which mitigates a potential gap in insurance coverage. And second, the number allows our broker ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

## **DISCUSSION**

Property insurance protects against losses to structures, fleets, and improvements, which are valued at approximately \$18.8 billion, up from last year's \$14.6 billion. The increase in total insured value is primarily due to general replacement cost growth (mainly soaring construction costs) along with revaluation of both heavy and light rail vehicles. In addition, the Regional Connector Project, scheduled for final acceptance and operations during the upcoming policy term, has been included in the overall statement of values. The inclusion ensures that no gaps in protection occur during the transition into revenue operations. Property insurance is also required by many contracts and agreements, such as our lease/leaseback deals involving several of Metro's operating assets.

USI marketed the property program to qualified insurance carriers to obtain property insurance pricing with Probable Maximum Loss (PML) coverage limits at a minimum of \$450 million. Property insurance program quotations are currently being received from carriers with acceptable A.M. Best ratings. Final pricing is pending, and the quotes, including contingencies for unanticipated adjustments, serve as a not to exceed cost before policy binding.

The current property program includes an All Risk deductible of \$250,000 with no earthquake coverage and a flood deductible of 5% per location, subject to a \$250,000 minimum. USI continues negotiations with carriers regarding deductible limits and selected Metro assets, including rolling stock, non-revenue vehicles, and potential flooding in subway tunnels. Under the current program, if a loss exceeds the deductible, All Risk coverage is provided up to \$450 million per occurrence for losses except for flood related damages that are covered up to \$150 million (tsunami and tunnels are covered up to \$50 million with a \$500,000 deductible for tsunami and flood damages). Therefore, authority for the upcoming property renewal program is requested to continue negotiations with carriers for a minimum of \$450 million in coverage limits and a not to exceed deductible of \$1 million. Attachment A shows the outline of the renewal program structure within the parameters requested. The not to exceed premium price includes a contingency for premium adjustments, taxes, and fees due to ongoing negotiations with insurance carriers.

Metro has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through federal and state sources to restore public transportation

in Southern California. The lack of earthquake coverage is consistent with decisions made by other large local government agencies.

The Terrorism Risk Insurance Act (TRIA) provides government support by providing mechanisms for spreading losses across policyholders. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services due to a serious terrorism incident. We will continue to reject terrorism coverage at the present time.

The current and recommended renewal programs of insurance are layered structures. Several insurance carriers participate in the program, with each contributing a portion of coverage that maintains a diversified portfolio of insurance carriers. Continual monitoring through internal methods, as well as updates provided by USI, ensure that all carriers maintain the required financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In January, February, and March 2023, USI contacted multiple domestic and international insurance providers to present Metro's property risks and supplemental data. USI provided an overview of the Metro transit system during discussions with the underwriters, including its extensive security infrastructure, fire protection, loss control, and minimal risk of flood exposures.

The Metro property program continues to be well received by insurers due to its favorable loss history and the account's growth from \$7.8 billion in value in 2010 to \$18.8 billion for this renewal. USI presented the submission to incumbent and competing insurers to create competition in the insurance marketplace. Incumbent carriers were maintained but at reduced participation, requiring additional carriers to be added to the program. Due to the current hard market, Metro's estimated renewal rate and premium are expected to increase significantly. The major factors driving the rate increase are summarized in the following paragraphs.

The property insurance market continues to experience major interruptions. Capital (and therefore capacity) has either been exhausted or withdrawn from the market with little new capital added.

Commercial property insurance rates continue to show significant growth over several quarters. The influence of climate change on natural catastrophes, supply chain challenges, and inflation are working concurrently to push rates higher, according to a report from Westchester, Chubb Ltd.'s wholesale excess and surplus lines division. Gallagher Re further projects that rates will increase from 35% to 50% for loss free property programs. In addition to driving up rates, these issues make underwriting more challenging. Further, inflationary pressures, along with rising costs for labor and building materials which current supply chain issues have exacerbated, are increasing the possibility for undervalued replacement costs. Lastly, hurricane Ian capped an already unprofitable year with an estimated \$120 billion of losses.

Carriers are looking to return their portfolios to profit, which has led to continuing universal rate increases even for insureds that are claims-free. Along with premium increases and higher deductibles, insurers are instituting more restrictive terms. Carriers are rating on the potential for loss (regardless of good loss history), and with Metro's increased valuations on buildings, facilities, buses, and rail cars, carriers are rating on total loss estimates. Many carriers continue to reduce their capacity by 20% to 50%, in some cases requiring more carriers to participate in insurance programs



to maintain limits. During this renewal, Metro's insurers are also taking losses on the recent severe weather, flooding, and, most recently, train derailments in Ohio.

Metro has historically enjoyed some of the lowest rates among transit systems and remains an attractive client within this space. Unfortunately, the space is not held in the same regard it was just a few years ago, and carriers continue to reduce their appetite for transit risks. This year's renewal is especially challenging, but Metro's favorable insurability and ability to take full advantage of USI's marketing efforts in a very demanding market environment places Metro at an advantage compared to other transit agencies in the country.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this procurement will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

The funding for two months of \$1,416,667 for this action is included in the FY23 Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). In FY24, an estimated \$7.1 million will be expensed for property insurance.

The remaining ten months of premiums are included in the FY24 Preliminary Budget, cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 300077 - Rail Operations - Crenshaw/LAX (K) Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage).

### **Impact to Budget**

Additional funds required to cover premium costs beyond FY24 budgeted amounts will be addressed by fund reallocations during the year. The current fiscal year funding for this action will come from the Enterprise, General, and Internal Service funds. No other sources of funds were considered for this activity because these are the funds that benefit from the insurance. This activity will result in an increase in operating costs from the prior fiscal year.

### **EQUITY PLATFORM**

The insurance policies cover all Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits to low-income residents, black, indigenous, and people of color, people with disabilities, people with limited English proficiency, minorities, women, disadvantaged or disabled veterans, LGBTQ community, and other

marginalized groups. Metro's property insurance program ensures that its facilities, rolling stock fleet, and infrastructure, which serve these groups, are covered by insurance policies in the event of a major loss or damage. Valuation of these assets, including assets in Equity Focus Communities, conforms to the insurance industry's replacement cost methodology.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal # 5 "Provide responsive, accountable, and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes using insurance to mitigate large financial risks resulting from damage to or loss of Metro property.

### **ALTERNATIVES CONSIDERED**

The current program, the recommended renewal program, and an alternative option with earthquake coverage are summarized in Attachment B. Based upon the history of favorable renewal and losses, Risk Management recommends continuing the current insurance program as the most cost effective and prudent program. The option of adding earthquake coverage is not recommended because the high cost of earthquake premium does not justify the benefit of the coverage.

### **NEXT STEPS**

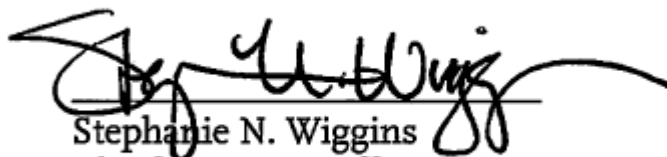
Upon Board approval of this action, we will advise USI to proceed with the placement of the property insurance program outlined herein, effective May 10, 2023.

### **ATTACHMENTS**

Attachment A - Recommended Program Pricing and Carriers  
Attachment B - Alternatives Considered

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4158  
Kenneth Hernandez, Deputy Chief Risk, Safety, and Asset Management Officer,  
(213) 922-2990

Reviewed by: Gina L. Osborn, Chief Safety Officer, (213) 922-3055



Stephanie N. Wiggins  
Chief Executive Officer

RECOMMENDED PROGRAM PRICING AND CARRIERS



USI Insurance Services  
 Proposed Property/B&M Insurance 2023 - 2024  
 Los Angeles County Metropolitan Transportation Authority

Limit	Excess of	Coverage	Carrier - Best Rating	Participation (\$)	Participation (%)	Total Premium (incl taxes & fees)
<b>\$300M</b>	<b>\$150M</b>	<b>All Risk Excluding Flood &amp; Earthquake</b>	Chubb Bermuda - AA	\$300,000,000	100.00%	795,000
				<b>\$300,000,000</b>	<b>100.00%</b>	<b>795,000</b>
<b>\$150M</b>	<b>Underlying Deductibles</b>	<b>All Risk Excluding Earthquake</b>	Various Carriers	\$150,000,000	100.00%	7,705,000
				<b>\$150,000,000</b>	<b>100.00%</b>	<b>7,705,000</b>

**Estimated Program Not-To-Exceed Total\* \$8,500,000**

\* Subject to finalization of on-going negotiations with carriers. Estimates shown are not to exceed premiums.

**2023/24 Total Insurable Values: \$18,827,046,887**

Terrorism pricing is not included above.

Earthquake pricing is not included above.

**Chubb Higher Limit Options:**

USD 50,000,000 xs USD 450,000,000 xs underlying deductibles/retentions @ USD 95,000  
 USD 50,000,000 xs USD 500,000,000 xs underlying deductibles/retentions @ USD 65,000

**Non-TRIA Terrorism subject to full underwriting:**

TIV: \$18.8B  
 Loss Limit: \$100M  
 Deductible: \$250k deductible  
 Premium: \$567,875

**Earthquake subject to full underwriting:**

TIV: \$18.8B  
 Loss Limit: \$50M  
 Deductible: 10% per unit of coverage  
 Premium: \$6,146,748

\*Subject to no losses until expiration.

## ATTACHMENT B

### ALTERNATIVES CONSIDERED

	Current Program	Recommended Program	Alternative Program with Earthquake
<b>Deductibles</b>	\$250,000 All Risk / 5% of location per unit value for Flood *	Up to \$1,000,000 All Risk / 5% of location per unit value for Flood *	Up to \$1,000,000 All Risk / 5% of location per unit value for Flood *
<b>All Risk Limits</b>	\$450 Million	Min. \$450 Million	Min. \$450 Million
<b>Flood Limits</b>	\$150 Million	\$150 Million	\$150 Million
<b>Earthquake Limits</b>	None	None	\$50 Million after 10% per location deductible
<b>Terrorism</b>	None	None	None
<b>Total not to Exceed or Actual Premium</b>	\$4,995,000	\$8,500,000**	\$14,565,000**

\*\$50 million limit on tsunami/flood in tunnels with \$500,000 deductibles.  
 \$25 million limit for flood in special flood hazard areas.

\*\*Not to exceed amounts, subject to no losses until expiring.

**Chubb Higher Limit Options:**

- USD 50,000,000 xs USD 450,000,000 xs underlying deductibles/retentions @ USD 95,000
- USD 50,000,000 xs USD 500,000,000 xs underlying deductibles/retentions @ USD 65,000

**Non-TRIA Terrorism subject to full underwriting:**

TIV: \$18.8B  
 Loss Limit: \$100M  
 Deductible: \$250k deductible  
 Premium: \$567,875

**Earthquake subject to full underwriting:**

TIV: \$18.8B  
 Loss Limit: \$50M  
 Deductible: 10% per unit of coverage  
 Premium:  
 \$6,146,748



Board Report

File #: 2023-0196, File Type: Appointment

Agenda Number: 13.

FINANCE, BUDGET AND AUDIT COMMITTEE  
APRIL 19, 2023

SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Stephen Heaney, the recommended nominee for the Measure M Independent Taxpayer Oversight Committee for the area of expertise B, a professional from the field of municipal/public finance and/or budgeting.

ISSUE

The Measure M Committee consists of seven members representing various areas of expertise. In July 2020, the professional in the Area of expertise B - professional from the field of municipal/public finance and/or budgeting resigned due to a change in residence. This action seeks to fill the resulting vacancy.

BACKGROUND

The Measure M Ordinance (Ordinance), approved by voters in November 2016, requires the establishment of a Measure M Independent Taxpayer Oversight Committee of Metro (“Committee”) to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee carries out the responsibilities laid out in the Ordinance. It plays a valuable and constructive role in the ongoing improvement and enhancement of project delivery contemplated under the Measure M Ordinance. See Attachment A for Committee requirements.

The Committee is comprised of seven members representing the following areas of expertise:

- A. A retired Federal or State judge;
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience;
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices;
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;

- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects;
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience; and
- G. A regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector.

The Measure M Ordinance states that the Selection Panel consisting of Metro's Board Chair, Vice Chair, and Second Vice Chair or their designees shall select the Committee Members for approval. The Selection Panel developed guidelines to solicit, collect, and review applications of potential candidates for membership on the Committee.

The Metro Board shall approve the recommended candidates for Independent Taxpayer Oversight Committee Membership by a simple majority per the selection panel guidelines (Attachment B).

### **DISCUSSION**

As stipulated in the guidelines, in January 2023, staff presented the candidate to the Selection Panel for review and approval. The Selection Panel reviewed the candidate's qualifications and recommended that the candidate be approved for the Committee. The candidate is a public finance professional serving in various roles in banking as well as municipal securities. The candidate has focused on development-related financings, as well as directing issues for transportation, utilities, schools, and local government. See Attachment C for additional details on the candidate's qualifications and background.

Currently, there are two vacant positions on the Committee. Approval of the staff recommendation will result in only one vacancy. Staff will continue efforts to fill the remaining vacancy in specialty area A, retired federal or state judge.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not negatively impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Approving the recommended action has no financial impact to the agency.

### **EQUITY PLATFORM**

Responsible and transparent stewardship of taxpayer dollars is an important component of equitable governance. This action will fill a vacant position on this oversight committee. There is no adverse equity impact anticipated with this action.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization as the Committee was established to ensure that Metro and local sub-recipients comply with the terms of the Ordinance.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to approve the recommended member for the Committee and re-solicit applications. This is not recommended as it would limit the number of members on the Committee and increase the likelihood of not obtaining the quorum necessary to review and discuss important Measure M matters. This may impact the ability to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan.

### **NEXT STEPS**

Upon approval, staff will schedule an orientation session for the selected member. In addition, staff will continue recruitment efforts to fill the remaining vacancy in the area of expertise A, a retired federal or state judge.

### **ATTACHMENTS**

Attachment A - Committee Membership Requirements

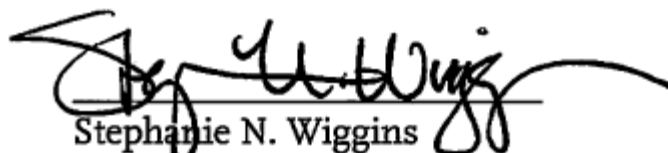
Attachment B - Selection Panel Guidelines

Attachment C - Candidate Bio

Prepared by: Lauren Choi, Deputy Executive Officer, Administration (Interim),  
(213) 922-3926

Monica Del Toro, Senior Manager, Audit, (213) 922-7494

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins  
Chief Executive Officer

Measure M Independent Taxpayer Oversight Committee  
Membership

**Requirements:**

Committee Members shall be comprised of seven (7) voting members representing the following professions or areas of expertise:

- A. A retired Federal or State judge
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector

The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one (1) or more of the areas of expertise, then no more than two (2) members from one (1) or more of the remaining areas of expertise may be selected.

The members of the Committee must reside in Los Angeles County and be subject to conflict of interest provisions. No person currently serving as an elected or appointed city, county, special district, state, or federal public officeholder shall be eligible to serve as a member of the Committee.

The Committee members shall be subject to Metro's conflict of interest policies. The members shall have no legal action pending against Metro and are prohibited from acting in any commercial activity directly or indirectly involving Metro, such as being a consultant to Metro or to any party with pending legal actions against Metro during their tenure on this Committee. Committee members shall not have direct commercial interest



## ATTACHMENT A

### Measure M Independent Taxpayer Oversight Committee Membership

or employment with any public or private entity, which receives sales tax funds authorized by this Ordinance.

Each member of the Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve. Members will be compensated through a stipend and they may choose to waive.

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the County shall constitute a Member's automatic resignation.

**Selection Panel Guideline  
Measure M Independent Taxpayer Oversight Committee**

**Independent Taxpayer Oversight Committee Selection**

**I. Solicitation/Outreach**

Metro's Communications Department will be responsible for developing an outreach plan to solicit applicants for the Measure M Independent Taxpayer Oversight Committee which requires the following seven (7) areas of expertise:

- A. A retired federal or state judge.
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

Management Audit Services will partner with Information Technology Services and Communications in the maintenance and update of the Independent Taxpayer Oversight Committee Webpage that links to the Measure M website. The Independent Taxpayer Oversight Committee Webpage will include the purpose, responsibilities, membership of the Committee including eligibility requirements as stipulated in the Ordinance, vacancies and recruitment information at a minimum. The website will also include links to the full Ordinance and online application; as well as a centralized email address for applicant inquiries. Inquiries on the application will be forwarded to the respective department or personnel and response time will be within three to five business days.

**II. Application Process**

Management Audit Services in partnership with various business units within Metro will develop the draft application questions for the Selection Panel's input and approval. Once approved, the questions will be converted to an online application. The online application and bulletin will be approved by the Selection Panel prior to posting on the Independent Taxpayer Oversight Committee Webpage which links to the Measure M website. The application will be open to the public for at least sixty (60) days to allow for adequate outreach.

**III. Collection of Applications**

Submitted application forms will be collected using the online application process approved by the Selection Panel. At the end of at least the 60 day period of online application process, a summary of applications received together with the completed

**Selection Panel Guideline  
Measure M Independent Taxpayer Oversight Committee**

applications and associated attachments will be turned in to the Selection Panel within seven business days after the online application closes. The summary will include but will not be limited to:

1. Total applicants received including areas of expertise that they applied for,
2. Total applicants that meet the eligibility requirements per area of expertise applied for, and
3. Total applicants that did not meet the eligibility requirements per area of expertise applied for.

**IV. Selection Panel's Review of Applications**

The Selection Panel, which will consist of Metro's Board Chair, Vice Chair, and second Vice Chair or designees, will be responsible for reviewing applications received from eligible applicants and for screening the applicants. The Panel shall recommend potential candidates for the Independent Taxpayer Oversight Committee membership to the Metro Board for approval. The successful candidates will receive notification from the Selection Panel at least three weeks prior to Metro Board Meeting.

**V. Board Approval**

Once the Selection Panel recommends the final candidates, it will be added as an agenda item for the Metro Board Meeting. The recommended candidates for Independent Taxpayer Oversight Committee Membership shall be approved by the Metro Board by a simple majority.

**VI. Term**

Each member of the Independent Taxpayer Oversight Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve.

Six (6) months prior to expiration of term, the Selection Panel will convene to determine if there is any need to replace any of the Committee members. The Selection Panel will also confirm whether the incumbent Committee members still wish to serve for additional term(s).

**VII. Compensation**

Members will be compensated through a stipend, the amount of which is approved by the Metro Board. Members may choose to waive stipend.

**VIII. Resignation/Replacement of Committee Members**

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office,

**Selection Panel Guideline  
Measure M Independent Taxpayer Oversight Committee**

including a filing under California Government Code Section 85200, or change of residence to outside Los Angeles County shall constitute a Member's automatic resignation.

The filling of membership vacancies, due to removals and reappointments will follow the above procedures in this Guideline.

**IX. Committee Orientation**

Management Audit Services will work with various departments to prepare an orientation handbook and presentation will conduct the orientation at least one month prior to the first scheduled Independent Taxpayer's Oversight Committee.

**X. Establishment of Committee Officers and Bylaws**

Subsequent to the orientation, the Independent Taxpayer's Oversight Committee may elect to develop their own bylaws including rules for the establishment of Committee Officers (e.g. Chair, Vice Chair, etc.) including a rotation schedule for these positions.

## Stephen E. Heaney

Stephen E. Heaney joined Stifel in 2011 through its acquisition of Stone & Youngberg, where he served as the Head of Public Finance, Chair of the Operating Committee and a member of the Board of Directors. Under his leadership the firm expanded its investment banking practice beyond California and was a leader in K-12 education financing as well as development-related infrastructure financing nationally. In 2013 he was appointed Director of Public Finance for Stifel assisting with the growth and operation of the public finance banking group, with particular attention to developing the firm's capabilities, systems and responses addressing regulatory changes in the municipal market following adoption of SEC and MSRB rule changes. In 2017, Mr. Heaney was appointed Co-Head Municipal Securities Group with management responsibilities for all municipal securities activities including institutional sales, institutional and retail trading, underwriting and investment banking. Over his career as an investment banker, Mr. Heaney has focused on development-related financings, as well as directing issues for transportation, utilities, schools, and local government. Mr. Heaney had lead responsibility for several billion dollars of municipal bond issues, primarily in California and Nevada, pioneering many financing techniques for use with large and small scale development and redevelopment projects. Mr. Heaney retired from Stifel in July, 2019.

From 2009 to 2013 Mr. Heaney served on the Municipal Securities Rulemaking Board and was the Vice Chair of the Board in the 2012-13 year. He is the past Chair of the California Public Securities Association and a past Trustee for the California City Management Foundation. Mr. Heaney earned a B.A. from Texas Tech University, an M.P.A. from the Maxwell School of Citizenship at Syracuse University.



## Board Report

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**File #:** 2023-0165, **File Type:** Policy

**Agenda Number:** 16.

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**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 20, 2023**

**SUBJECT: SYSTEM ADVERTISING POLICY**

**ACTION: ADOPT REVISED POLICY**

### **RECOMMENDATION**

ADOPT the System Advertising Policy 2023 (Attachment A) that includes revisions made in response to a recent ruling by the U.S District Court in First Amendment litigation brought by People for the Ethical Treatment of Animals (PETA) against Metro.

### **ISSUE**

Pursuant to Metro's current advertising policy, Metro accepts only advertising of commercial content, subject to two exceptions: ads by government agencies (Exception 1 in Attachment B) and ads from non-profits containing non-commercial content that are co-sponsored by a government agency (Exception 2 in Attachment B). In 2021, PETA filed a lawsuit against Metro, alleging that Metro's prohibition against non-commercial advertising and its exception for ads co-sponsored by a government agency violate the First Amendment. The U.S. District Court granted summary judgment in favor of PETA, and entered its final judgment and permanent injunction in January 2023. The injunction prohibits Metro from enforcing its prohibition against non-commercial advertising and its exception for ads from non-profits who are co-sponsored by a government agency. Metro conducted a global review of its advertising policy in response to the District Court's ruling.

### **BACKGROUND**

Metro's System Advertising Policy addresses both agency assets and advertising content. The scope of assets covered by Metro's advertising policy has grown over the years. Metro's initial advertising policy was adopted in 2000, and at that time its scope was limited to Metro's bus fleet. The policy was revised several times thereafter to increase its scope: in 2005 to include rapid transit bus vehicles; in 2008 to include trains and stations, and in 2017 to include Orange Line bus vehicles. As a result of those revisions, Metro's advertising policy covers all Metro systemwide assets.

Regarding content, the policy was revised multiple times in 2013. The first 2013 revision prohibited

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messages injurious to Metro's interests. This revision followed the blanketing of the system with ads from personal injury law firms, many of which targeted Metro passengers involved in bus accidents. The second revision included the exception for non-profit organizations to partner with a governmental agency in submitting advertising that advances the joint purpose of the non-profit organization and the governmental agency (Exception 2 in Attachment B). In 2017, the policy language was expanded to address new products and advertising technologies. E-cigarettes and vaping were added to the list of prohibited advertising content, while digital platforms (web, mobile, and social media) were added as channels where Metro may display digital advertising. Metro's current advertising policy allows only commercial advertising content, with exceptions for advertising by government entities and advertising by non-profits that are co-sponsored by a government entity.

In 2021, PETA filed a lawsuit against Metro, alleging that Metro's non-commercial advertising prohibition and the exception to that prohibition for ads co-sponsored by a government agency (i.e., "Exception 2") violated the First Amendment. On December 19, 2022, the court granted summary judgment in favor of PETA. The court found that: (1) Metro's non-commercial advertising prohibition was reasonable but not sufficiently definite and objective to prevent arbitrary or discriminatory enforcement; and (2) Metro's Exception 2 to its non-commercial advertising prohibition for ads co-sponsored by a government agency was unreasonable and viewpoint discriminatory. A final judgment and permanent injunction was entered on January 4, 2023. The injunction prohibits Metro from both enforcing its non-commercial advertising prohibition and Exception 2.

Metro appealed on February 2, 2023. On February 10, 2023, Metro moved to stay the injunction pending appeal or, in the alternative, for a three-month period to allow Metro to complete its review of its advertising policy. On March 17, 2023, the District Court granted a three-month stay of its injunction to allow Metro time to modify its advertising policy to address the issues identified in the Court's order on summary judgment. During the three-month stay, Metro may continue enforcement of the current non-commercial advertising prohibition and Exception 2. In response to the ruling by the U.S. District Court, staff has revised Metro's advertising policy to address the issues raised by the Court and implement other updates and improvements. Staff recommends that the Board consider and adopt the revised advertising policy discussed herein.

## **DISCUSSION**

Metro's display of advertising carries with it a responsibility to protect the agency from potential litigation and to be cognizant of the association that can potentially be drawn by the public between advertising images posted on Metro assets and Metro services, while also complying with the rights of advertisers under the First Amendment. Metro's acceptance of transit advertising does not provide or create a general public forum for expressive activities, and Metro does not intend its acceptance of transit advertising to convert its buses, trains, and facilities into public forums for public discourse and debate. The purpose and intent are to accept advertising as an additional means of generating revenue to support Metro's transit operations.

When adopted in 2000, the Policy's Advertising Content Guidelines included a prohibition on non-commercial advertising. The prohibition against noncommercial advertising serves several policy purposes, including but not limited to: (1) maximizing advertising revenue and preserving the value of

the advertising space; (2) maintaining a position of neutrality and preventing the appearance of favoritism or endorsement by Metro; (3) preventing harm or abuse that may result from imposing views on a captive audience; (4) avoiding vandalism and preserving aesthetics; (5) maximizing ridership and maintaining a safe environment for riders and the public; (6) avoiding claims of discrimination and maintaining a non-discriminatory environment for riders; (7) reducing administrative burden and the diversion of resources from transit operations; and (8) preserving Metro's business reputation as a professional, effective and efficient provider of public transit services. The prohibition against noncommercial advertising is also intended to minimize the risk that Metro buses, trains, and facilities will be designated a "public forum." If Metro advertising space were designated a public forum, Metro could be required to accept and display any type of message from any source. Furthermore, Metro has always reserved the right to reject any advertising content submitted for display on its properties and/or to order the removal of any advertising posted on its properties. Metro also monitors First Amendment litigation against public transit authorities to mitigate risk and identify best practices, which informs its policy revisions.

The proposed policy changes will address the issues raised in the District Court's ruling and relevant First Amendment jurisprudence, and allow staff to continue to operate and generate revenue from commercial advertising with an objective, neutral policy that is capable of reasoned application. The revised language refines the definition of commercial advertising and mitigates risks of running afoul of First Amendment protections by clarifying that its policy applies regardless of whether the proponent is a commercial or nonprofit organization, and by providing objective guidelines to determine whether an ad qualifies as commercial. The revised procedure clarifies the roles and responsibilities of those involved in the content review process. The policy also eliminates subject matter restrictions and further refines definitions for prohibited categories in order to minimize Metro's potential exposure to First Amendment litigation. A redline copy has been provided to compare the current and proposed policy changes (Attachment C).

Commercial advertising revenues are an important supplemental revenue source supporting Metro's transportation operations. Metro's purpose in allowing advertising to be displayed in and on Metro property is to maximize supplemental revenues by monetizing Metro-owned assets. The System Advertising Policy provides programmatic structure for multiple revenue programs at Metro, consisting of:

- Commercial advertising on bus and rail, generating over \$300 million into 2030;
- Transportation Communications Network (TCN), estimated to earn \$300 million to \$500 million over 20 years;
- Commercial Sponsorship and Adoption, estimated to earn \$150 million over 25 years.

### **Policy Language: Key Proposed Changes**

The key proposed changes to Metro's System Advertising Policy, include the following:

1. Elimination of government sponsored ad exception for non-commercial ads.



2. Clarification that Commercial Advertising is the only permitted form of advertising, unless advertiser is a federal, state, LA County governmental entity, or Metro.
3. Inclusion of:
  - a. Revised Policy Purpose statement and objectives
  - b. Disclaimer of Endorsement
4. Excludes advertising that “expresses or advocates an opinion, position or viewpoint on a matter of public debate.”
5. General reorganization and clarification.

### **Policy Application: Key Proposed Changes**

The Procedures have been revised to clarify the role and responsibilities of stakeholders in the advertising content review process:

- A. Advertising Vendors** sell, post and maintain all commercial advertising on Metro properties. All proposed transit advertising must be submitted to the Advertising Vendor for initial compliance review. The Advertising Vendor will perform a preliminary evaluation of the submission to assess its compliance with this policy. If, during its preliminary review of a proposed advertisement, the Advertising Vendor is unable to make a compliance determination, it will forward the submission to the Metro’s advertising panel for further evaluation. The Advertising Vendor may at any time discuss with the entity proposing the advertisement one or more revisions to an advertisement, which, if undertaken, would bring the advertisement into conformity with this Advertising Policy. The Advertising Vendor will immediately remove any advertisement that Metro directs it to remove.
- B. Metro’s Advertising Panel** will review the proposed advertisement for compliance with the guidelines set forth in this policy and will direct the Advertising Vendor as to whether the proposed advertisement will be accepted. In the discretion of the advertising panel, any proposed transit advertising may be submitted to Metro’s Marketing Executive for review.
- C. Metro’s Marketing Executive or Designee** shall conduct a final review of proposed advertising at the request of Metro’s advertising panel. The decision of the Marketing Executive to approve or reject any proposed advertising shall be final.
- D. Metro’s Advertising Panel or the Marketing Executive** may consult with other appropriate Metro employees, including Metro’s legal counsel, at any time during the review process.

### **DETERMINATION OF SAFETY IMPACT**

There is no safety impact by adopting this policy.

Staff will manage the advertising program and ensure contractors work in compliance with Metro Safety policies and certifications.

### **FINANCIAL IMPACT**

There is no financial or budgetary impact by adopting this policy.

...Equity\_Platform

### **EQUITY PLATFORM**

Advertising revenues are an important supplemental revenue source supporting Metro's transportation operations, including providing service in Equity Focus Communities to serve customers who rely on our system. The advertising program accepts multi-cultural and multi-language advertisements that provide alignment and inclusion of Metro's diverse communities. The proposed changes are necessary to address issues found by the U.S. District Court in Metro's current advertising policy.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. A current Policy provides structure to responsibly manage a commercial advertising program and generate revenue that provide long-term supplemental revenue to support Metro's transportation operations.

### **ALTERNATIVES CONSIDERED**

If the recommended revisions are not adopted, Metro will remain subject to the permanent injunction issued by the U.S. District Court's ruling in PETA vs. LACMTA., and required to accept non-commercial advertisement, potentially including advertisements regarding controversial political and social issues. Not having a compliant policy will delay advertising business decisions and content approvals, and result in loss of revenue. Furthermore, delayed business action may bring on further litigation against Metro.

### **NEXT STEPS**

Upon Board approval, staff will update internal processes and procedures to meet U.S. District Court compliance requirements. The revised Policy will be distributed to advertising vendors and made publicly available for advertisers on Metro's website.

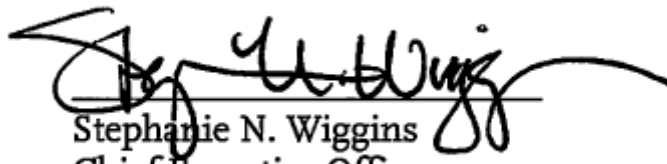
### **ATTACHMENTS**

Attachment A - Proposed Metro System Advertising Policy 2023  
Attachment B - Current Metro System Advertising (COM6)-2017

Attachment C - Redline Version of Metro System Advertising Policy

Prepared by: Lan-Chi Lam, Director of Communications, (213) 922-2349  
Janice Kasai, Senior Deputy County Counsel, (213) 922-2518  
Glen Becerra, Executive Officer of Marketing, (213) 418-3265  
Monica Bouldin, Deputy Chief Customer Experience Officer, (213) 922-4081

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins  
Chief Executive Officer



**Metro™**

**COMMUNICATIONS  
Metro System Advertising**

(COM 6)

**POLICY STATEMENT**

The Los Angeles County Metropolitan Transportation Authority (Metro) has determined that allowing commercial advertising to be placed in designated areas on its properties, which includes the Metro bus and rail systems, is a responsible means of generating revenue by maximizing the use of Metro’s capital investments. Further, informational advertising on Metro properties is a valuable means for Metro and other governmental entities to communicate with the public and advance specific governmental purposes.

**POLICY PURPOSE**

To clearly define the use of Metro’s advertising space by fulfilling the following important goals:

- Maximize advertising revenue and preserving the value of the advertising space;
- Maintain a position of neutrality and preventing the appearance of favoritism or endorsement by Metro;
- Prevent the risk of imposing objectionable, inappropriate or harmful views on a captive audience;
- Preserve aesthetics and avoiding vandalism;
- Maximize ridership and maintaining a safe environment for riders and the public;
- Avoid claims of discrimination and maintaining a non-discriminatory environment for riders;
- Prevent any harm or abuse that may result from running objectionable, inappropriate or harmful advertisements;
- Reduce the diversion of resources from transit operations that is caused by objectionable, inappropriate or harmful advertisements;
- Preserve Metro’s business reputation as a professional, effective, and efficient provider of public transit services.

Disclaimer of Endorsement: Metro's acceptance of an advertisement does not constitute express or implied endorsement of the content or message of the advertisement, including any person, organization, products, services, information or viewpoints contained therein, or of the advertisement sponsor itself.

\_\_\_\_\_  
APPROVED: County Counsel or N/A

\_\_\_\_\_  
Department Head

\_\_\_\_\_  
ADOPTED: CEO

Effective Date: \_\_\_\_\_

Date of Last Review: \_\_\_\_\_



**Metro™**

## **COMMUNICATIONS**

### **Metro System Advertising**

(COM 6)

#### **1.0 GENERAL**

The display of commercial advertising to generate revenue carries with it a responsibility to protect Metro from potential litigation, preserve its nonpublic forum status, and to recognize the potential association of advertising images with Metro services. The agency addresses these issues through the responsible, consistent, and viewpoint neutral application of its advertising policy.

Governmental entities may advance specific governmental purposes through advertising under this policy.

Los Angeles County contains significant tourism destinations accessible through public transportation, which may be promoted under this policy.

Metro uses designated areas on its properties to directly provide transit and agency information to the public.

#### **2.0 POLICY**

##### **2.1 Permitted Advertising Content**

###### **2.1.1 Commercial Advertising**

Metro will only accept paid commercial advertising that proposes, promotes, or solicits the sale, rent, lease, license, distribution or availability of goods, property, products, services, or events that anticipate an exchange of monetary consideration for the advertiser's commercial or proprietary interest, including advertising from tourism bureaus, chambers of commerce or similar organizations that promote the commercial interests of its members, and museums that offer admission to the public.

- A. Metro's policy that it will accept only commercial advertising applies regardless of whether the proponent is a commercial or nonprofit organization. To determine whether an ad qualifies as commercial, Metro considers the following nonexclusive factors: (a) whether a commercial product or service is apparent from the face of the ad; (b) whether the commercial product or service is incidental to the public interest content of the ad; (c) whether the sale of commercial products or services is the primary source of the advertiser's total annual revenue; and (d) whether the advertiser is a for-profit entity.
- B. This exclusion does not apply to Government Advertising under 2.1.2.



**Metro**

## **COMMUNICATIONS**

### **Metro System Advertising**

(COM 6)

#### 2.1.2 Government Advertising

Metro will accept advertising that advances specific government purposes from a federal, State of California, or Los Angeles County local governmental entity. The governmental entity must be clearly identified on the face of the advertising.

#### 2.2 Prohibited Content and Subject Matter

Metro retains content control of advertising on the transit system by restricting content; content described below may not be displayed on the Metro transit system and/or agency assets:

- Alcohol and Spirits – Imagery of open or closed alcoholic containers, consumption of any alcohol and spirits, or alcohol product brands is prohibited and may not be shown. Services and events for food and beverage, including alcohol and wine events may be shown if the image is compliant with the restrictions stated herein.
- Tobacco and Cannabis – Imagery that portrays, simulates, or encourages recreational smoking, vaping, or ingesting of tobacco or cannabis products is prohibited. Services and events for cannabis products, services, and events are prohibited and may not be shown.
- Illegal Activity – Content that promotes or relates to an illegal activity.
- Violence – Images, copy or concepts that promote guns/firearms or gun violence, or that depict weapons or other devices in an act of violence or harm on a person or animal, or contain any material that incites or encourages, or appears to incite or encourage, violence or violent behavior.
- Obscene Matter – Obscene matter as defined in the Los Angeles County Code, Chapter 13.17, Section 13.17.010, or sexually explicit material as defined in the Los Angeles County Code, Chapter 8.28, Section 8.28.010D.
- Indecency – Images, copy or concepts that describe, depict, suggest or represent sexual or excretory organs or activities in a manner that a reasonably prudent person, knowledgeable of Metro’s ridership and using prevailing community standards, would find inappropriate for the public transit environment, including persons under the age of 18.
- Adult Entertainment and Content – Content that promotes or displays images associated with adult bookstores, video stores, dance clubs, or other adult entertainment or sexually-oriented establishments, telephone services, internet sites, films, video games or escort services.



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- Adult Rated Media – Adult/mature rated films, television, video games, or theatrical presentations, such as adult films rated "X" or "NC-17" or video games rated "AO."
- Profanity – Contains any profane language.
- Political Speech – Advertising that promotes or opposes (a) a political party; (b) any person or group of persons holding federal, state or local government elected office; (c) the election of any candidate or group of candidates for federal, state or local government offices; or (d) initiatives, referendums or other ballot measures.
- Public Issue Speech – Advertising that primarily expresses or advocates an opinion, position or viewpoint on a matter of public debate about economic, political, public safety, religious or social issues. This exclusion does not apply to Government Advertising under 2.1.2.
- Religion – Promotes or opposes any identifiable or specific religion, religious viewpoint, belief, message or practice.
- Unsafe Transit Behavior – Contains images, copy or concepts that depict unsafe behaviors aboard buses or trains, or in or around transit stations or railroad tracks.
- Injurious to Metro's interests – Promotes products, services or other concepts that are adverse to Metro's commercial or administrative interests. Prohibited content includes but is not limited to images, copy or concepts that actively denigrate public transportation.
- Metro's Endorsement – Contains images, copy or concepts that inaccurately state or imply Metro's endorsement of the subject of the advertisement.
- Harmful or Disruptive to Transit System – Contains material that is so objectionable as to be reasonably foreseeable that it will result in harm to, disruption of, or interference with the transportation system.
- Symbols - Miscellaneous characters, images or symbols used as a substitute for prohibited content.

#### 2.3 Metro's Government Speech

The provisions of this policy do not apply to Metro's government speech, which includes advertising sponsored solely by Metro or by Metro jointly with another entity to communicate any message deemed appropriate by Metro.

#### 2.4 Metro's Right of Rejection



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Metro, and its advertising vendors, will screen and review all advertising content on the transit system, and in all contracts Metro reserves the right to:

- Reject any advertising content submitted for display on its properties, and/or
- To order the removal of any advertising posted on its properties.

Decisions regarding the rejection or removal of advertising are made by the Marketing Executive or their designee based upon the criteria in this policy statement.

#### 2.5 Informational Advertising

Metro has several unique distribution channels at its disposal for disseminating transit information for which it incurs no “space” cost (the fee charged for advertising space). Informational advertising space is limited and reserved exclusively for Metro transit information. All messages and materials distributed by this means are prepared, approved and/or authorized by the Marketing Executive or their designee.

Acceptable information for these distribution channels is categorized as follows:

##### 2.5.1 Transit Information

Transit information includes, but is not limited to: campaigns promoting ridership, service features and changes, fare information and changes, safety and security messages, maps and explanations of related transportation services.

##### 2.5.2 Cross-Promotional Information

On an occasional basis and only when space is available, Metro’s Marketing Department may use Metro’s distribution channels to participate in cross-promotional opportunities (a cooperative partnership in which Metro and one or more entities work together with the goal of jointly promoting their respective services) that offer a direct opportunity to promote use of transit. Any materials distributed for this purpose must prominently include promotion of Metro services (e.g., Metro Ridership Promotion such as, “Go Metro to CicLAvia”). Metro is prohibited by law from donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro’s Marketing Department, provide an equivalent or greater value in cross-promotional benefits (i.e. advertising space, editorial space, etc.).





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#### **2.5.3 “Added Value” Materials**

On an occasional basis and only when space is available, Metro’s Marketing Department may use Metro’s distribution channels to provide “added value” materials to its riders. Such materials must present a specific and time-dated offer uniquely provided for Metro bus and Metro Rail riders (generally a money-saving discount) in which transit can be used to access the redemption point. Any materials distributed for this purpose must prominently include the Metro logo and other wording approved by Metro’s Marketing Department to indicate that the offer is specifically designed for Metro bus and Metro Rail riders. Metro is prohibited by law from simply donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro’s Marketing Department, provide an equivalent or greater value in cross-promotional benefits (e.g., advertising space, editorial space, etc.). Any added value programs must be approved by the Marketing Executive, or their designee based upon the criteria in this policy statement.

#### **2.6 Advertising Vendors**

Metro may contract with outside vendors to sell and display advertising on its transit system and related properties for the sole purpose of generating revenue. Vendors for such contracts are solicited through competitive bids, which must conform to Metro’s procurement procedures and be approved by Metro’s Board of Directors.

Such agreements may dedicate up to, but no more than 90% of the available space covered by the contract for commercial advertising, reserving the remaining available space for Metro’s own transit-related information. This percentage of available space, and the remaining percentage of space held for Metro’s information, will be negotiated as part of any contract with an outside advertising space vendor.

#### **2.7 Placement of Advertising**

Locations for commercial advertising may include, but are not limited to: the exterior and interior of all Metro’s transit fleet (buses, trains, rideshare cars, and non-revenue cars); the exterior and interior of all Metro’s stations and hubs (rail and bus stations, bus stops, and mobility hubs); digital channels (agency websites, mobile apps, and social media channels); printed materials (brochures, timetables); Metro property (buildings, facilities and parking structures); and any other location approved by Metro’s Marketing Executive. Metro and its advertising contractors will obtain necessary permits as required to comply with local jurisdiction. Specific locations and properties may be exempt and excluded, in which case Marketing will coordinate with the agency project manager as advertising inquiry arises.



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### 2.7.1 Graphics on Window and Glass

To ensure the safety and security of passengers, operators and law enforcement officers, advertising displays which employ window graphics are restricted from fully obscuring the window surfaces on any Metro vehicles (trains, buses, ride share, and non-revenue vehicles). The front window, however, may not be covered in any manner.

If an advertising employs window graphics, the materials must be perforated with a 50/50 coverage-to-visibility ratio. The perforated material applies to all glass surfaces such as vehicle windows, buildings windows, and glass elevators. Metro may provide materials and technical specifications to each vendor.

### **3.0 PROCEDURES**

Action By:

Advertising Vendors

Action:

A. Sell, post and maintain all commercial advertising on Metro properties. All proposed transit advertising must be submitted to the Advertising Vendor for initial compliance review. The Advertising Vendor will perform a preliminary evaluation of the submission to assess its compliance with this policy. If, during its preliminary review of a proposed advertisement, the Advertising Vendor is unable to make a compliance determination, it will forward the submission to the Metro's advertising panel for further evaluation. The Advertising Vendor may at any time discuss with the entity proposing the advertisement one or more revisions to an advertisement, which, if undertaken, would bring the advertisement into conformity with this Advertising Policy. The Advertising Vendor will immediately



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remove any advertisement that Metro directs it to remove.

Metro Advertising Panel

B. Metro's advertising panel will review the proposed advertisement for compliance with the guidelines set forth in this policy and will direct the Advertising Vendor as to whether the proposed advertisement will be accepted. In the discretion of the advertising panel, any proposed transit advertising may be submitted to Metro's Marketing Executive for review.

Metro's Marketing Executive

C. Metro's Marketing Executive or designee shall conduct a final review of proposed advertising at the request of Metro's advertising panel. The decision of the Marketing Executive to approve or reject any proposed advertising shall be final.

Metro Advertising Panel and Marketing Executive

D. Metro's advertising panel or the Marketing Executive may consult with other appropriate Metro employees, including Metro's legal counsel, at any time during the review process.

#### **4.0 PROCEDURE HISTORY**

- |          |                                                                                                                                                                                                                                                                                     |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 03/23/00 | Original policy adopted by Metro's Board of Directors.                                                                                                                                                                                                                              |
| 01/27/05 | Policy amended by Board of Directors to permit advertising on Metro Rapid vehicles.                                                                                                                                                                                                 |
| 09/26/08 | Biennial review and update. Policy updated to include Board of Directors amendment to permit all forms of non-traditional advertising displays as well as advertising on rail car exteriors and other types of transit service with the exception of Orange Line vehicle exteriors. |
| 6/27/13  | Content Guidelines amended by Metro's Board of Directors to add an exception for non-profit organizations pertaining to the non-commercial advertising prohibition, and to expand language regarding various other types of prohibited content.                                     |



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- 12/5/13 Content guidelines amended by Metro's Board of Directors to prohibit messages that are injurious to Metro's interests and to clarify restrictions regarding vulgarity.
- 02/23/17 Review and update: Board approved, Feb. 23, 2017 (Item 40). Streamlined policy for an easier read; removed defined vinyl window graphics prohibitions: now just may not fully wrap a bus; added definitions; clarified outreach channels; may advertise on Orange Line vehicles; added items to advertising ban; removed "wine festival" advertising allowance; advertising may not engage in public debate.

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**1. GENERAL**

The display of paid (revenue-generating) advertising carries with it a responsibility to protect Metro from potential litigation and to recognize the potential association of advertising images with Metro services, while simultaneously respecting First Amendment principles. The agency addresses these issues through the responsible and consistent application of written criteria for advertising acceptability. It is not Metro's intent to create a public forum through the acceptance of advertising.

Metro's ability to directly reach customers is crucial in order to provide transit and agency information. Any use of the unique distribution channels at its command (such as allotments of interior and exterior bus advertising space; on-board "take-one" boxes; and in-station Variable Message Signs) for purposes unrelated to customer information or retention is to be avoided, as it effectively "pre-empts" the availability of transit information to the public. Metro's Communications Department administers the use of these unique distribution channels as part of its overall responsibility for customer communication.

**2. PROCEDURES**

**2.1. Revenue-Generating Advertising**

Metro contracts with outside vendors to sell and display short-term advertising on its transit-related properties for the sole purpose of generating revenue. Metro does not sell or post advertising directly. Vendors for such contracts are solicited through competitive bids, which must conform to Metro's procurement procedures and be approved by Metro's Board of Directors.

Such agreements may dedicate up to, but no more than, 90% of the available space covered by the contract for revenue-generating advertising, reserving the remaining available space for Metro's own transit-related information. This percentage of available space, and the remaining percentage of space held for Metro's information, will be negotiated as part of any contract with an outside advertising space vendor.

Locations for revenue-generating advertising may include, but are not limited to: exterior surface areas of buses and rail cars (see restrictions in section 2.1.1 below); interior display frames in bus and rail vehicles; back-lit map cases, at stations and transit hubs; automated public toilets and other fixed outdoor displays on Metro property; electronic Variable Message Signs (VMS) on station platforms; banner ads



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on Metro's website; Metro-owned/run social media channels, Metro-sponsored computer/phone apps; space in Metro's printed brochures, timetables and other publications and printed materials, interior and exterior of Metro buildings, facilities and parking structures; and any other location approved by Metro's Board of Directors. Metro and its advertising contractors will obtain necessary permits as required to comply with local jurisdiction.

Content restrictions for advertising displayed through these arrangements are as follows:

#### 2.1.1 Alcohol, Tobacco, and Cannabis Advertising

Advertising of all alcohol, tobacco, and cannabis products, services, and events is prohibited. Advertisements that simulate or encourage drinking, smoking, vaping, or ingesting of alcohol, tobacco and cannabis are prohibited.

#### 2.1.2 Non-Commercial Advertising

Metro does not accept advertising from non-governmental entities if the subject matter and intent of said advertising is non-commercial. Specifically, acceptable advertising must promote a for-sale, lease or other form of financial benefit for a product, service, event or other property interest in primarily a commercial manner and purpose.

Exception 1: Governmental Agencies, meaning public agencies specifically created by government action located in Los Angeles County or a Federal or State of California Governmental Agency, may purchase advertising space for messages that advance specific government purposes. The advertising must clearly, on the face of the advertising, identify the Governmental Agency. It is Metro's intent that government advertising will not be used for comment on issues of public debate.

Exception 2: Metro will accept paid advertising from non-profit organizations that partner with a Governmental Agency (as defined in Exception 1 above) and submit advertising that advances the joint purpose of the non-profit organization and the Governmental Agency, as determined by each of them. In order for advertising to qualify under this exception, the advertising must clearly, on the face of the advertising, identify the Governmental Agency and indicate that the Governmental Agency approves, sponsors, or otherwise authorizes the advertising. The non-profit organization must also provide a Statement of Approval (attached) from the Governmental Agency describing the joint purpose



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to be advanced and setting forth a statement acknowledging support and approval for the submitted advertising. Any message displayed under this exception must adhere to all other content restrictions stated in this policy, including that this advertising will not be used for comment on issues of public debate.

#### 2.1.3. Other Subject Matter Restrictions

Advertising may not be displayed if its content involves:

- Illegal activity - Promotes or relates to an illegal activity.
- Violence - Contains images, copy or concepts that promote guns/firearms or gun violence, or that depict weapons or other devices in an act of violence or harm on a person or animal, or contain any material that incites or encourages, or appears to incite or encourage, violence or violent behavior.
- Demeaning or disparaging matter - Contains images, copy or concepts that actively denigrate, demean or disparage any individual or group.
- Vulgarity - Contains images, copy or concepts that are obscene, vulgar, crude, sexually suggestive, indecent, profane or scatological.
- Obscene matter - Contains obscene matter as defined in the Los Angeles County Code, Chapter 13.17, Section 13.17.010, or sexually explicit material as defined in the Los Angeles County Code, Chapter 8.28, Section 8.28.010D.
- Adult entertainment and content – Promotes or displays images associated with adult book stores, video stores, dance clubs or other adult entertainment or sexually-oriented establishments, telephone services, internet sites, films, video games or escort services.
- Political endorsements – Contains messages that are political in nature, including messages of political advocacy, that support or oppose any candidate or referendum, or that feature any current political office holder or candidate for public office, or take positions on issues of public debate.
- Religion - Contains images, content or copy related to religion or religious ideas or viewpoints.
- Negative connotations of public transit - Contains images, copy or concepts that actively denigrate public transportation.
- Unsafe transit behavior – Contains images, copy or concepts that depict unsafe behaviors aboard buses or trains, or in or around transit stations or railroad tracks.
- Injurious to Metro's interests – Promotes products, services or other concepts that are adverse to Metro's commercial or administrative interests. Metro's



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- endorsement – Contains images, copy or concepts that inaccurately state or imply Metro’s endorsement of the subject of the advertisement.
- Harmful or disruptive to transit system – Contains material that is so objectionable as to be reasonably foreseeable that it will result in harm to, disruption of, or interference with the transportation system.

#### 2.1.4. Metro’s Right of Rejection

Beyond the above, Metro’s vendors may review advertising content according to their own guidelines of acceptability. Metro will screen and in all contracts Metro reserves the right to reject any advertising content submitted for display on its properties and/or to order the removal of any advertising posted on its properties. Decisions regarding the rejection or removal of advertising are made by the Chief Communications Officer or their designee based upon the criteria in this policy statement.

#### 2.1.5. Vinyl Window Graphics

To ensure the safety and security of passengers, operators and law enforcement officers, advertising displays which employ vinyl window graphics are restricted from fully obscuring window surfaces on Metro vehicles as follows. (Note: this excludes the front window surface, which may not be covered in any manner.)

## **2.2 Informational Advertising**

Metro has several unique distribution channels at its disposal for disseminating transit information for which it incurs no “space” cost (the fee charged for advertising space). These distribution channels include, but are not limited to: “take-one” boxes onboard Metro buses and Metro Rail trains; “take-one” racks at Metro Customer Centers; back-lit and non-lit map cases inside Metro Rail stations and on Metro bus stop poles; advertising kiosks at select Metro Rail stations; electronic Variable Message Signs (VMS) on station platforms digital advertising kiosks; interior rail posters on board Metro Rail trains; Metro’s website; Metro-owned/run social media channels; and Metro-sponsored computer/phone apps.

As specified in section 2.1, Metro has the use of an allotment of exterior and interior bus advertising space at no charge by agreement with the vendor that sells all remaining interior and exterior bus advertising space under a revenue-generating agreement.





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Informational advertising space is limited, and reserved exclusively for Metro transit information. All messages and materials distributed by this means are prepared, approved and/or authorized by the Chief Communications Officer or their designee.

Acceptable information for these distribution channels is categorized as follows:

#### 2.2.1 Regular Transit Information

Regular transit information is prepared by Metro's Communications Department in accordance with its annual strategic planning process, as well as upon request from other internal departments. Regular transit information includes, but is not limited to: campaigns promoting ridership, service features and changes, fare information and changes, safety and security messages, maps and explanations of related transportation services.

#### 2.2.2 Cross-Promotional Information

On an occasional basis and only when space is available, Metro's Communications Department may use Metro's distribution channels to participate in cross-promotional opportunities that offer a direct opportunity to promote use of transit. Any materials distributed for this purpose must prominently include promotion of Metro services (e.g., Metro Ridership Promotion such as, "Go Metro to Fiesta Broadway"). Metro is prohibited by law from donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro's Communications Department, provide an equivalent or greater value in cross-promotional benefits (i.e. advertising space, editorial space, etc.). Any cross-promotional arrangement must be approved by the Chief Communications Officer or their designee based upon the criteria in this policy statement.

#### 2.2.3 "Added Value" Materials

On an occasional basis and only when space is available, Metro's Communications Department may use Metro's distribution channels to provide "added value" materials to its customers. Such materials must present a specific and time-dated offer uniquely provided for Metro bus and Metro Rail customers (generally a money-saving discount) in which transit can be used to access the redemption point. Any materials distributed for this purpose must prominently include the Metro logo and other wording approved by Metro's Communications



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Department to indicate that the offer is specifically designed for Metro bus and Metro Rail customers. Metro is prohibited by law from simply donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro's Communications Department, provide an equivalent or greater value in cross-promotional benefits (e.g., advertising space, editorial space, etc.). Any added value programs must be approved by the Chief Communications Officer or their designee based upon the criteria in this policy statement.

### **3.0 DEFINITION OF TERMS**

**Added Value Materials** – Informational advertising which offers a tangible benefit to patrons as a means of rewarding and retaining customers (i.e., a money-saving discount).

**Cross-Promotion** – A cooperative partnership in which two or more entities work together with the goal of jointly promoting their respective services.

**Digital Advertising Kiosks** - A small physical structure (often including a computer and a display screen) that displays information for people walking by. Kiosks are common near the entrances of shopping malls in North America where they provide shoppers with directions.

**Exterior King Ad** – Large ad measuring 144" x 30" displayed on the sides of Metro buses. King ads are directly applied to the bus with adhesive vinyl.

**Exterior Tail Light or "Tail" Ad** – Smaller ad measuring 48" x 15 ½" or 72" x 21" displayed on the rear of Metro buses. Tail ads are directly applied to the bus with adhesive vinyl.

**Governmental Entities** – Public entities specifically created by government action.

**Interior Bus Car Card** – A 28" x 11" poster that mounts above the seats in Metro buses to provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

**Interior Rail Poster** – A 21" x 22 ¼" poster that mounts in frames on the walls of Metro Rail cars, used to display Metro Rail System Maps and provide information on fares,



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routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

**Map Cases** – Fixed cases in Metro Rail stations that hold a 46¾” x 46¾” display, usually back-lit. Used to display Metro Rail System Maps and provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

**Metro Transit-Related Properties** – Metro Bus and Rail systems; Metro facilities; Metro electronic outreach channels (websites, social media, computer/phone apps, etc.).

**Non-Commercial Advertising** – A public service announcement, event notification, political statement or other message which does not have as its primary purpose to propose a commercial transaction.

**Social Media Channels** – Online/digital communications channels dedicated to community-based input, interaction, content-sharing collaboration.

**Take-One** – A printed brochure measuring 3½” x 8½” placed inside Metro buses or Metro Rail trains, used to provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

**Take-One Box** – A metal rack or plastic holder installed on the interior of Metro buses and Metro Rail trains designed to hold approximately 40 take-ones. Many Metro buses have a multi-pocket rack in addition to 2 plastic take-one boxes; most Metro Rail cars have from 2 to 6 plastic take-one boxes.

**Variable Message Signs (VMS)** – Electronic sign boards in Metro Rail stations controlled from the Rail Operations Control Center that scroll through a series of written messages. Used to provide information on safety, pass & token sales locations, service changes, emergency announcements and other matters relevant to the use of the Metro System.

**Vinyl Window Graphics** – An adhesive vinyl super-graphic which covers a portion of the window surface of a bus or rail vehicle. Such graphics are manufactured to be largely transparent to those inside the vehicle, permitting passengers to see outside through the graphics.



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#### **4.0 RESPONSIBILITIES**

**Communications Department** prepares all messages and materials for dissemination on board Metro buses and Metro Rail trains; administers the distribution/display of transit information; tracks/coordinates the availability and use of Metro's unique information distribution channels.

**Mailroom** distributes quantities of take-ones to Metro Operating Divisions and Customer Centers according to distribution list prepared by project managers in Communications.

**Operators and Service Attendants** physically place take-ones on buses/trains for distribution to the public.

**Advertising Vendors** sell, post and maintain all revenue-generating advertising on Metro properties; implement Metro's policies on revenue-generating advertising; post all Metro informational advertising according to instructions from the Metro Marketing Department.

**Chief Communications Officer (or designee)** reviews and approves/rejects all cross-promotions and added value programs using Metro's unique distribution channels based upon the criteria in this policy statement; enforces Metro's right to reject and/or order removal of revenue-generating advertising based upon the criteria in this policy statement.



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### **POLICY STATEMENT**

The Los Angeles County Metropolitan Transportation Authority (Metro) has determined that allowing revenue-generating-commercial advertising which does not compromise public or employee safety to be placed in designated areas on its transit properties ~~(, which includes~~ the Metro Busbus and Railrail systems; ~~Metro facilities; and Metro-owned electronic outreach channels (websites, social media, computer/phone apps, etc.),~~ is a responsible means of generating revenue by maximizing the use of the authority's Metro's capital investments. ~~Informational~~ Further, informational advertising on ~~its own~~ Metro properties is a valuable means of communicating for Metro and other governmental entities to communicate with its riders, wherein Metro disseminates information that explains the public and promotes its transit services. advance specific governmental purposes.

### **POLICY PURPOSE**

To clearly define the use of ~~both~~ Metro's revenue-generating advertising space by fulfilling the following important goals:

- Maximize advertising revenue and informational preserving the value of the advertising space on its transit-related properties.;

### **APPLICATION**

~~This policy applies to all employees, consultants, vendors, and Board Members.~~

- Maintain a position of neutrality and preventing the appearance of favoritism or endorsement by Metro;
- Prevent the risk of imposing objectionable, inappropriate or harmful views on a captive audience;
- Preserve aesthetics and avoiding vandalism;
- Maximize ridership and maintaining a safe environment for riders and the public;
- Avoid claims of discrimination and maintaining a non-discriminatory environment for riders;
- Prevent any harm or abuse that may result from running objectionable, inappropriate or harmful advertisements;



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- Reduce the diversion of resources from transit operations that is caused by objectionable, inappropriate or harmful advertisements;
- Preserve Metro's business reputation as a professional, effective, and efficient provider of public transit services.

Disclaimer of Endorsement: Metro's acceptance of an advertisement does not constitute express or implied endorsement of the content or message of the advertisement, including any person, organization, products, services, information or viewpoints contained therein, or of the advertisement sponsor itself.

\_\_\_\_\_  
APPROVED: County Counsel or N/A

\_\_\_\_\_  
Department Head

\_\_\_\_\_  
ADOPTED: CEO

Effective Date: \_\_\_\_\_

\_\_\_\_\_

Date of Last Review: \_\_\_\_\_



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# COMMUNICATIONS

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### 1.0 GENERAL

The display of ~~paid (revenue-generating) commercial~~ advertising to generate revenue carries with it a responsibility to protect Metro from potential litigation, preserve its nonpublic forum status, and to recognize the potential association of advertising images with Metro services, ~~while simultaneously respecting First Amendment principles.~~ The agency addresses these issues through the responsible ~~and~~, consistent, and viewpoint neutral application of ~~written criteria for its~~ advertising acceptability. ~~It is not Metro's intent to create a public forum through the acceptance of policy.~~

Governmental entities may advance specific governmental purposes through advertising— under this policy.

~~Metro's ability to directly reach riders is crucial in order to provide transit and agency information. Any use of the unique distribution channels at its command (such as allotments of interior and exterior bus advertising space; on-board brochures; and in-station static and digital signs) for purposes unrelated to rider information or retention is to be avoided, as it effectively "pre-empts" the availability of transit information to the public. Metro's Communications Department administers the use of these unique distribution channels as part of its overall responsibility for customer communication.~~

### 2.0 PROCEDURES

~~Revenue-Generating~~ Los Angeles County contains significant tourism destinations accessible through public transportation, which may be promoted under this policy.

Metro uses designated areas on its properties to directly provide transit and agency information to the public.

### 2.0 POLICY

#### 2.1.2.1 Permitted Advertising Content

~~Metro may contract with outside vendors to sell and display advertising on its transit-related properties for the sole purpose of generating revenue. Vendors for such contracts are solicited through competitive bids, which must conform to Metro's procurement procedures and be approved by Metro's Board of Directors.~~

~~Such agreements may dedicate up to, but no more than 90% of the available space covered by the contract for revenue-generating advertising, reserving the remaining available space for Metro's own transit-related information. This percentage of available space, and the remaining percentage of space held for Metro's information, will be negotiated as part of any contract with an outside advertising space vendor.~~



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~~Locations for revenue-generating advertising may include, but are not limited to: the exterior and interior of all Metro's transit fleet (buses, trains, rideshare cars, and non-revenue cars); the exterior and interior of all Metro's stations and hubs (rail and bus stations, bus stops, and mobility hubs); digital channels (agency websites, mobile apps, and social media channels); printed materials (brochures, timetables); Metro property (buildings, facilities and parking structures); and any other location approved by Metro's Board of Directors. Metro and its advertising contractors will obtain necessary permits as required to comply with local jurisdiction.~~

### 2.1.1 Commercial Advertising

Metro will only accept paid commercial advertising that proposes, promotes, or solicits the sale, rent, lease, license, distribution or availability of goods, property, products, services, or events that anticipate an exchange of monetary consideration for the advertiser's commercial or proprietary interest, including advertising from tourism bureaus, chambers of commerce or similar organizations that promote the commercial interests of its members, and museums that offer admission to the public.

A. Metro's policy that it will accept only commercial advertising applies regardless of whether the proponent is a commercial or nonprofit organization. To determine whether an ad qualifies as commercial, Metro considers the following nonexclusive factors: (a) whether a commercial product or service is apparent from the face of the ad; (b) whether the commercial product or service is incidental to the public interest content of the ad; (c) whether the sale of commercial products or services is the primary source of the advertiser's total annual revenue; and (d) whether the advertiser is a for-profit entity.

B. This exclusion does not apply to Government Advertising under 2.1.2.

### 2.1.2 Government Advertising

Metro will accept advertising that advances specific government purposes from a federal, State of California, or Los Angeles County local governmental entity. The governmental entity must be clearly identified on the face of the advertising.

## 2.2

~~Specific locations and properties may be exempt and excluded, in which case Communications will coordinate with the agency project manager as advertising inquiry arises.~~

Prohibited Content restrictions for and Subject Matter





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Metro retains content control of advertising on the transit system by restricting content; content described below may not be displayed through these arrangements as follows on the Metro transit system and/or agency assets:

### 2.1.1 Alcohol, Tobacco, and Cannabis

- Alcohol and Spirits – Imagery of open or closed alcoholic containers, consumption of any alcohol and spirits, or alcohol product branding brands is prohibited and may not be shown. Services and events for food and beverage, including alcohol and wine events may be shown if the image is compliant with the restrictions stated herein.
- Tobacco and Cannabis – Imagery that portray, simulate portrays, simulates, or encourage encourages recreational smoking, vaping, or ingesting of tobacco and/or cannabis products are is prohibited. Services and events for medical marijuana cannabis products, services, and events are prohibited and may not be shown.

### 2.1.2 Non-Commercial

Metro does not accept advertising from non-governmental entities if the subject matter and intent of said advertising is non-commercial. Specifically, acceptable advertising must promote a for-sale, lease or other form of financial benefit for a product, service, event or other property interest in primarily a commercial manner and purpose.

Exception 1: Governmental Agencies, meaning public agencies specifically created by government action located in Los Angeles County or a Federal or State of California Governmental Agency, may purchase advertising space for messages that advance specific government purposes. The advertising must clearly, on the face of the advertising, identify the Governmental Agency. It is Metro's intent that government advertising will not be used for comment on issues of public debate.

Exception 2: Metro will accept paid advertising from non-profit organizations that partner with a Governmental Agency (as defined in Exception 1 above) and submit advertising that advances the joint purpose of the non-profit organization and the Governmental Agency, as determined by each of them. In order for advertising to qualify under this exception, the advertising must clearly, on the face of the advertising, identify the Governmental Agency and indicate that the Governmental Agency approves, sponsors, or otherwise authorizes the advertising. The non-profit organization must also provide a Statement of Approval (attached) from the Governmental Agency describing the joint purpose to be advanced and setting forth a statement acknowledging support and approval for the submitted advertising. Any message



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~~displayed under this exception must adhere to all other content restrictions stated in this policy, including that this advertising will not be used for comment on issues of public debate.~~

### ~~2.1.3 Other Subject Matter Restrictions~~

~~Advertising may not be displayed if its content involves:~~

- ~~Illegal activity~~ Promotes Activity – Content that promotes or relates to an illegal activity.
- Violence ~~– Contains images~~ Images, copy or concepts that promote guns/firearms or gun violence, or that depict weapons or other devices in an act of violence or harm on a person or animal, or contain any material that incites or encourages, or appears to incite or encourage, violence or violent behavior.
- ~~Demeaning or disparaging matter – Contains images, copy or concepts that actively denigrate, demean or disparage any individual or group.~~
- ~~Vulgarity – Contains images, copy or concepts that are obscene, vulgar, crude, sexually suggestive, indecent, profane or scatological.~~
- ~~Obscene matter~~ – Contains obscene Matter – Obscene matter as defined in the Los Angeles County Code, Chapter 13.17, Section 13.17.010, or sexually explicit material as defined in the Los Angeles County Code, Chapter 8.28, Section 8.28.010D.
- Indecency – Images, copy or concepts that describe, depict, suggest or represent sexual or excretory organs or activities in a manner that a reasonably prudent person, knowledgeable of Metro’s ridership and using prevailing community standards, would find inappropriate for the public transit environment, including persons under the age of 18.
- ~~Adult entertainment and content~~ – Promotes Entertainment and Content – Content that promotes or displays images associated with adult ~~book stores~~ bookstores, video stores, dance clubs, or other adult entertainment or sexually-oriented establishments, telephone services, internet sites, films, video games or escort services.
- ~~Political endorsements~~ Adult Rated Media – Adult/mature rated films, television, video games, or theatrical presentations, such as adult films rated "X" or "NC-17" or video games rated "AO."
- Profanity – Contains ~~messages~~ any profane language.



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- Political Speech – Advertising that promotes or opposes (a) a political party; (b) any person or group of political advocacy, that support or oppose persons holding federal, state or local government elected office; (c) the election of any candidate or referendum, or that feature any current political office holder or candidate for public office, or take positions group of candidates for federal, state or local government offices; or (d) initiatives, referendums or other ballot measures.
- Public Issue Speech – Advertising that primarily expresses or advocates an opinion, position or viewpoint on a matter of public debate, about economic, political, public safety, religious or social issues. This exclusion does not apply to Government Advertising under 2.1.2.
- Religion – Promotes or copy related to opposes any identifiable or specific religion or, religious ideas viewpoint, belief, message or viewpoints.practice.
- ~~Negative connotations of public transit - Contains images, copy or concepts that actively denigrate public transportation.~~
- Unsafe transit behavior Transit Behavior – Contains images, copy or concepts that depict unsafe behaviors aboard buses or trains, or in or around transit stations or railroad tracks.
- Injurious to Metro’s interests – Promotes products, services or other concepts that are adverse to Metro’s commercial or administrative interests. Prohibited content includes but is not limited to images, copy or concepts that actively denigrate public transportation.
- Metro’s endorsement Endorsement – Contains images, copy or concepts that inaccurately state or imply Metro’s endorsement of the subject of the advertisement.
- Harmful or disruptive Disruptive to transit system Transit System – Contains material that is so objectionable as to be reasonably foreseeable that it will result in harm to, disruption of, or interference with the transportation system.
- Symbols - Miscellaneous characters, images or symbols used as a substitute for prohibited content.

### 2.3 Metro’s Government Speech



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The provisions of this policy do not apply to Metro's government speech, which includes advertising sponsored solely by Metro or by Metro jointly with another entity to communicate any message deemed appropriate by Metro.

### 2.4 Metro's Right of Rejection

Metro, and its advertising vendors, will screen and review all advertising content on the transit system, and in all contracts Metro reserves the right to:

- Reject any advertising content submitted for display on its properties, and/or
- To order the removal of any advertising posted on its properties.

Decisions regarding the rejection or removal of advertising are made by the Executive Marketing Officer or their designee based upon the criteria in this policy statement.

2.5

### 2.2 Informational Advertising

Metro has several unique distribution channels at its disposal for disseminating transit information for which it incurs no "space" cost (the fee charged for advertising space). ~~As specified in section 2.1, Metro has the use of an allotment at no charge by agreement with the vendor that sells all remaining advertising space under a revenue-generating agreement.~~ Informational advertising space is limited, and reserved exclusively for Metro transit information. All messages and materials distributed by this means are prepared, approved and/or authorized by the ~~Chief Communications~~ Executive Marketing Officer or their designee.

Acceptable information for these distribution channels is categorized as follows:

#### 2.25.1 ~~Regular~~ Transit Information

~~Regular transit information is prepared by Metro's Communications Department in accordance with its annual strategic planning process, as well as upon request from other internal departments.~~ Regular transit ~~Transit~~ information includes, but is not limited to: campaigns promoting ridership, service features and changes, fare information and changes, safety and security messages, maps and explanations of related transportation services.

#### 2.25.2 Cross-Promotional Information



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On an occasional basis and only when space is available, Metro's CommunicationsMarketing Department may use Metro's distribution channels to participate in cross-promotional opportunities (a cooperative partnership in which Metro and one or more entities work together with the goal of jointly promoting their respective services) that offer a direct opportunity to promote use of transit. Any materials distributed for this purpose must prominently include promotion of Metro services (e.g., Metro Ridership Promotion such as, "Go Metro to CicLAvia"). Metro is prohibited by law from donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro's CommunicationsMarketing Department, provide an equivalent or greater value in cross-promotional benefits (i.e. advertising space, editorial space, etc.). ~~Any cross-promotional arrangement must be approved by the Chief Communications Officer or their designee based upon the criteria in this policy statement.~~

### 2.25.3 "Added Value" Materials

On an occasional basis and only when space is available, Metro's CommunicationsMarketing Department may use Metro's distribution channels to provide "added value" materials to its riders. Such materials must present a specific and time-dated offer uniquely provided for Metro bus and Metro Rail riders (generally a money-saving discount) in which transit can be used to access the redemption point. Any materials distributed for this purpose must prominently include the Metro logo and other wording approved by Metro's CommunicationsMarketing Department to indicate that the offer is specifically designed for Metro bus and Metro Rail riders. Metro is prohibited by law from simply donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro's CommunicationsMarketing Department, provide an equivalent or greater value in cross-promotional benefits (e.g., advertising space, editorial space, etc.). Any added value programs must be approved by the Chief CommunicationsExecutive Marketing Officer or their designee based upon the criteria in this policy statement.

### 2.6 Advertising Vendors

Metro may contract with outside vendors to sell and display advertising on its transit system and related properties for the sole purpose of generating revenue. Vendors for such contracts are solicited through competitive bids, which must conform to Metro's procurement procedures and be approved by Metro's Board of Directors.



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Such agreements may dedicate up to, but no more than 90% of the available space covered by the contract for commercial advertising, reserving the remaining available space for Metro's own transit-related information. This percentage of available space, and the remaining percentage of space held for Metro's information, will be negotiated as part of any contract with an outside advertising space vendor.

#### **2.3 — Metro's Right Placement of Rejection Advertising**

Locations for commercial advertising may include, but are not limited to: the exterior and interior of all Metro's transit fleet (buses, trains, rideshare cars, and non-revenue cars); the exterior and interior of all Metro's stations and hubs (rail and bus stations, bus stops, and mobility hubs); digital channels (agency websites, mobile apps, and social media channels); printed materials (brochures, timetables); Metro property (buildings, facilities and parking structures); and any other location approved by Metro's Board of Directors. Metro and its advertising contractors will obtain necessary permits as required to comply with local jurisdiction. Beyond the above, Metro's vendors may review advertising content according to their own guidelines of acceptability. Metro will screen and in all contracts Metro reserves the right to reject any advertising content submitted for display on its properties and/or to order the removal of any advertising posted on its properties. Decisions regarding the rejection or removal of advertising are made by the Chief Communications Officer or their designee based upon the criteria in this policy statement.

Specific locations and properties may be exempt and excluded, in which case Marketing will coordinate with the agency project manager as advertising inquiry arises.

#### **2.4 — 7.1 Graphics on Window and Glass**

To ensure the safety and security of passengers, operators and law enforcement officers, advertising displays which employ window graphics are restricted from fully obscuring the window surfaces on any Metro vehicles (trains, buses, ride share, and non-revenue vehicles). The front window, however, may not be covered in any manner.

If an advertising employs window graphics, the materials must be perforated with a 50/50 coverage-to-visibility ratio. The perforated material applies to all glass surfaces such as vehicle windows, buildings windows, and glass elevators. Metro may provide materials and technical specifications to each vendor.

### **3.0 — DEFINITION OF TERMS**



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~~**Added Value Materials** — Informational advertising which offers a tangible benefit to patrons as a means of rewarding and retaining riders (i.e., a money-saving discount).~~

~~**Cross-Promotion** — A cooperative partnership in which two or more entities work together with the goal of jointly promoting their respective services.~~

~~**Governmental Entities** — Public entities specifically created by government action.~~

~~**Map Cases** — Fixed cases in Metro Rail stations that hold a 46<sup>3</sup>/<sub>4</sub>" x 46<sup>3</sup>/<sub>4</sub>" display, usually back-lit. Used to display Metro Rail System Maps and provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.~~

~~**Metro Transit-Related Properties** — Metro Bus and Rail systems; Metro facilities; Metro electronic outreach channels (websites, social media, computer/phone apps, etc.).~~

~~**Non-Commercial Advertising** — A public service announcement, event notification, political statement or other message which does not have as its primary purpose to propose a commercial transaction.~~

~~**Social Media Channels** — Online/digital communications channels dedicated to community-based input, interaction, content-sharing collaboration.~~

~~**Take-One** — A printed brochure measuring 3<sup>1</sup>/<sub>2</sub>" x 8<sup>1</sup>/<sub>2</sub>" placed inside Metro vehicles or rail stations, used to provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.~~

~~**Glass and Window Graphics** — An super-graphic which covers a portion of the window surface of a bus or rail vehicle, building window, or glass elevator. Such graphics are manufactured to be largely transparent to those inside the vehicle, permitting passengers to see outside through the graphics.~~

### 4.0 RESPONSIBILITIES

~~**Chief Communications Officer (or designee)** reviews and approves/rejects all cross-promotions and added value programs using Metro's unique distribution channels based upon the criteria in this policy statement; enforces Metro's right to reject and/or order removal of revenue-generating advertising based upon the criteria in this policy statement.~~

~~**Communications Department** prepares all messages and materials for dissemination on board Metro buses and trains; administers the distribution/display of transit~~



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~~information; tracks/coordinates the availability and use of Metro's unique information distribution channels.~~

~~Advertising Vendors sell, post and maintain all revenue-generating advertising on Metro properties; implement Metro's policies on revenue-generating advertising; post all Metro informational advertising according to instructions from the Metro Marketing Department.~~

## ~~5.0 FLOWCHART~~

~~Not Applicable~~

## ~~6.0 REFERENCES~~

~~Not Applicable~~

## ~~7.0 ATTACHMENTS~~

~~Statement of Approval form pertaining to advertising from Non-Profit organizations partnered with a Governmental Agency.~~

## 3.0 PROCEDURES

Action By:

Advertising Vendors

Action:

A. Sell, post and maintain all commercial advertising on Metro properties. All proposed transit advertising must be submitted to the Advertising Vendor for initial compliance review. The Advertising Vendor will perform a preliminary evaluation of the submission to assess its compliance with this policy. If, during its preliminary review of a proposed advertisement, the Advertising Vendor is unable to make a compliance determination, it will forward the submission to the Metro's advertising panel for further evaluation. The Advertising Vendor may at





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any time discuss with the entity proposing the advertisement one or more revisions to an advertisement, which, if undertaken, would bring the advertisement into conformity with this Advertising Policy. The Advertising Vendor will immediately remove any advertisement that Metro directs it to remove.

### Metro Advertising Panel

B. Metro's advertising panel will review the proposed advertisement for compliance with the guidelines set forth in this policy and will direct the Advertising Vendor as to whether the proposed advertisement will be accepted. In the discretion of the advertising panel, any proposed transit advertising may be submitted to Metro's ~~Executive Officer of Marketing~~ Marketing Executive Officer for review.

### Metro's ~~Executive Officer of Marketing~~ Marketing Executive Officer

C. Metro's ~~Executive Officer of Marketing~~ Marketing Executive Officers shall conduct a final review of proposed advertising at the request of Metro's advertising panel. The decision of the ~~Executive Officer of Marketing~~ Marketing Executive Officer to approve or reject any proposed advertising shall be final.

### Metro Advertising Panel and ~~Executive Officer of Marketing~~ Marketing Executive Officer

D. Metro's advertising panel or the ~~Executive Officer of Marketing~~ Marketing Executive Officer may consult with other appropriate Metro employees, including Metro's legal counsel, at any time during the review process.

## **8.04.0 PROCEDURE HISTORY**

- 03/23/00 Original policy adopted by Metro's Board of Directors.
- 01/27/05 Policy amended by Board of Directors to permit advertising on Metro Rapid vehicles.
- 09/26/08 Biennial review and update. Policy updated to include Board of Directors amendment to permit all forms of non-traditional advertising displays as well as advertising on rail car exteriors and other types of transit service with the exception of Orange Line vehicle exteriors.



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- 6/27/13 Content Guidelines amended by Metro's Board of Directors to add an exception for non-profit organizations pertaining to the non-commercial advertising prohibition, and to expand language regarding various other types of prohibited content.
- 12/5/13 Content guidelines amended by Metro's Board of Directors to prohibit messages that are injurious to Metro's interests and to clarify restrictions regarding vulgarity.
- 02/23/17 Review and update: Board approved, Feb. 23, 2017 (Item 40). Streamlined policy for an easier read; removed defined vinyl window graphics prohibitions: now just may not fully wrap a bus; added definitions; clarified outreach channels; may advertise on Orange Line vehicles; added items to advertising ban; removed "wine festival" advertising allowance; advertising may not engage in public debate.



**Board Report**

**File #:** 2023-0097, **File Type:** Plan

**Agenda Number:**

**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 20, 2023**

**SUBJECT: FY2024 COMMITTEE AND BOARD MEETING CALENDAR**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the FY2024 Committee and Board Meeting Calendar (Attachment A); and
- B. AMENDING the Los Angeles County Metropolitan Transportation Authority Board Rules and Procedures Section 1.1 to establish that August will be the recess month annually.

**ISSUE**

Staff has prepared the Committee and Board meeting schedule for FY2024 to maintain a regular meeting schedule and improve the ability of the agency, external stakeholders, and the public to plan for upcoming actions needed by the Board of Directors.

Standardization of the recess month will improve the agencies' ability to plan procurements and remove uncertainty for upcoming contracts and strategic initiatives that require Board approval.

**BACKGROUND**

Regular Board Meetings are scheduled for the fourth Thursday of the month, per the Los Angeles County Metropolitan Transportation Authority Administrative Code Section 2-01-020, and Committees are scheduled for the week prior. For FY2024, exceptions occur in August, November, and December.

In accordance with the Brown Act, Special Board Meetings can be scheduled, and the agenda posted 24 hours before the meeting date. Additionally, items that are not on a posted agenda that either constitute an emergency or a matter that came to the attention of the agency after posting of the agenda and need immediate action, may be considered at a regular meeting under conditions set forth in the Act. Also, an emergency meeting may be held, in conformance with requirements under the Act, in the event of a crippling activity, work stoppage, or other activity which severely impairs

public health, safety, or both.

California's COVID-19 State of Emergency was lifted on March 1, 2023, and therefore, all meetings subject to the Brown Act have returned to a fully in-person format with Committees and Board Meetings still offering the public the option to participate via telephone.

## **DISCUSSION**

The FY2024 Committee and Board Meeting Calendar (Attachment A) improves the ability of the agency, external stakeholders, and the public to plan for upcoming actions needed by the Board of Directors. The meeting dates on the Calendar were selected with consideration of government and religious holidays throughout FY2024, and were scheduled to prevent possible conflicts when necessary.

Working with Board leadership, the following determinations have been made for FY2024, with changes bolded below:

- **Ad Hoc 2028 Olympic and Paralympic Games Committee - 9/20/23, 1/17/24, 4/17/24 or as needed at 9:30 a.m., *time change***
- **Finance, Budget, and Audit Committee - 3<sup>rd</sup> Wednesday at 11:00 a.m., *time change***
- **Planning and Programming Committee - 3<sup>rd</sup> Wednesday at 1:00 p.m., *time change***
  - Please note that Wednesday Committees may fall on the 2<sup>nd</sup> or 3<sup>rd</sup> Wednesday, depending on what day of the week the month begins. They are scheduled for the week prior to the Regular Board Meeting unless otherwise noted on the meeting schedule (Attachment A).
- **Construction Committee - 3<sup>rd</sup> Thursday at 9:30 a.m., *time change***
- **Executive Management Committee - 3<sup>rd</sup> Thursday at 11:00 a.m., *time change***
- Operations, Safety, and Customer Experience Committee - 3<sup>rd</sup> Thursday at 12:30 p.m., *no change*
- Regular Board Meeting - 4<sup>th</sup> Thursday at 10:00 a.m., *no change*

## **Considerations**

August will be a recess month with no Committees or Board Meeting held.

Due to November having five Thursdays, Committees will occur during their regular pattern on November 15<sup>th</sup> and 16<sup>th</sup>, with the November Board Meeting occurring on the 5<sup>th</sup> Thursday, November 30. This will allow December to be a recess month.

## **EQUITY PLATFORM**

The calendar improves agency transparency with the public by setting the Board Meeting schedule for the fiscal year in advance. It will be used to plan contract approvals, hold public hearings, and schedule other major items for Board consideration. Providing this calendar to the public improves the public's ability to engage with the Board on these crucial items.

Once approved, the calendar will be posted on boardagendas.metro.net, and shared with our external stakeholders and internal Metro staff.

Boardagendas.metro.net utilizes Google Translate, enabling the site to be translated into 110 different languages. It has been tested to ensure screen readers and other accessibility tools are compatible in compliance with international legislation and standards for accessibility.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization. By formally adopting a Committee and Board meeting calendar for FY2024, internal and external stakeholders can mitigate any conflicts in their schedules far in advance.

### **ALTERNATIVES CONSIDERED**

The Board may choose alternative dates for Committee and Board meetings, but this is not recommended as the current meeting pattern is complementary with the other meeting schedules of the members of the Board.

### **NEXT STEPS**

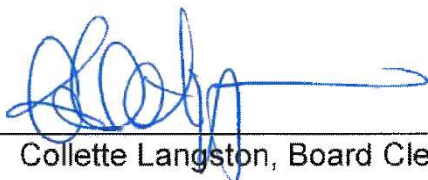
Upon approval, the calendar will be posted on boardagendas.metro.net, and shared with our external stakeholders and internal Metro staff. The Board Rules and Procedures will be amended to establish August as the recess month annually.

### **ATTACHMENTS**

Attachment A - FY2024 Board Meeting Calendar

Prepared by: Jessica Gamez, Administrative Analyst, (213) 922-4827

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837



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Collette Langston, Board Clerk

# FY2024 Committee & Board Meeting Calendar

July 2023						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August 2023						
S	M	T	W	TH	F	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 2023						
S	M	T	W	TH	F	S
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October 2023						
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22	23	24	25	26	27	28
29	30	31				

IMPORTANT DATES AND HOLIDAYS
July 4: Independence Day
September 4: Labor Day
September 15 – 17: Rosh Hashanah
September 24 – 25: Yom Kippur
September 29 – October 6: Sukkot
November 10: Veterans Day Observed
November 11: Veterans Day
November 23: Thanksgiving Day
November 24: HQ Offices Closed
December 7 – 15: Hanukkah
December 25: Christmas
December 26 – January 1: Kwanzaa
January 1: New Year's Day
January 15: Martin Luther King Jr. Day
February 19: Presidents' Day
March 29: Good Friday
March 31: Easter
March 31: Cesar Chavez Day
April 1: Cesar Chavez Day Observed
April 22– 30: Passover
May 27: Memorial Day
June 11 – 13: Shavuot

November 2023						
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December 2023						
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31						

January 2024						
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February 2024						
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March 2024						
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31						

April 2024						
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May 2024						
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June 2024						
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23	24	25	26	27	28	29
30						

- Ad Hoc 2028 Olympic and Paralympic Games Committee\* – 9:30 a.m.  
\* 9/20/23, 1/17/24, 4/17/24 or as needed.
- Board of Directors Meeting – 10:00 a.m.
- Construction Committee – 9:30 a.m.
- Metro HQ Offices Closed
- Executive Management Committee – 11:00 a.m.
- Operations, Safety, and Customer Experience Committee – 12:30 p.m.
- Finance, Budget, & Audit Committee – 11:00 a.m.
- Planning & Programming Committee – 1:00 p.m.

# FY2024 Committee & Board Calendar



Metro

Executive Management Committee  
April 20, 2023

# FY2024 CALENDAR

## FY2024 Committee & Board Meeting Calendar

July 2023						
S	M	T	W	TH	F	S
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August 2023						
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27	28	29	30	31		

September 2023						
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October 2023						
S	M	T	W	TH	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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November 2023						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 2023						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

January 2024						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February 2024						
S	M	T	W	TH	F	S
			1	2	3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

March 2024						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

April 2024						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

May 2024						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

June 2024						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

- Ad Hoc 2028 Olympic and Paralympic Games Committee\* – 9:30 a.m.  
\* 9/20/23, 1/17/24, 4/17/24 or as needed.
- Board of Directors Meeting – 10:00 a.m.
- Construction Committee – 9:30 a.m.
- Metro HQ Offices Closed
- Executive Management Committee – 11:00 a.m.
- Finance, Budget, & Audit Committee – 11:00 a.m.
- Planning & Programming Committee – 1:00 p.m.
- Operations, Safety, and Customer Experience Committee – 12:30 p.m.





# CHANGES and DETAILS – Wednesday Committees

- Ad Hoc 2028 Olympic and Paralympic Games Committee – 9/20/23, 1/17/24, 4/17/24 or as needed at 9:30 a.m., *time change*
- Finance, Budget, and Audit Committee - 3rd Wednesday at 11:00 a.m., *time change*
- Planning and Programming Committee - 3rd Wednesday at 1:00 p.m., *time change*

*Please note that Wednesday Committees may fall on the 2nd or 3rd Wednesday depending on what day of the week the month begins. They are scheduled for the week prior to the Board Meeting unless otherwise noted on the meeting schedule.*

# CHANGES and DETAILS – Thursday Committees

- Construction Committee - 3rd Thursday at 9:30 a.m., *time change*
- Executive Management - 3rd Thursday at 11:00 a.m., *time change*
- Operations, Safety, and Customer Experience Committee - 3rd Thursday at 12:30 p.m., *no change*

# CONSIDERATIONS

August will be a recess month with no Committees or Board Meetings held.

Due to November having five Thursdays, Committees will occur during their regular pattern on November 15 and 16 with the November Board Meeting occurring on the 5th Thursday, November 30.

This will allow December to be a recess month.

# RECOMMENDATION

In addition to receiving and filing the FY24 meeting calendar, we ask the Board to approve the amendment of Section 1.1 of the LACMTA Board Rules and Procedures to establish August as the recess month annually.

This standardization will improve the agencies' ability to plan procurements and remove uncertainty for upcoming contracts and strategic initiatives that require Board approval.

## NEXT STEPS

Upon approval, the calendar will be posted on [boardagendas.metro.net](http://boardagendas.metro.net), and shared with our external stakeholders and internal Metro staff.

The Board Rules and Procedures will be amended to establish August as the recess month annually.

*Thank  
You!*



Metro®



Board Report

File #: 2022-0509, File Type: Budget

Agenda Number: 22.

**CONSTRUCTION COMMITTEE  
APRIL 20, 2023**

**SUBJECT: CRENSHAW/LAX CLOSE OUT PROJECT**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

AMEND the Life-of-Project (LOP) Budget by \$10,000,000 for the Crenshaw/LAX Close Out Project (Project), increasing it from \$47,000,000 to \$57,000,000.

**ISSUE**

The Crenshaw/LAX Close-Out Project LOP budget requires an increase of \$10,000,000 to fund higher than anticipated costs for Catch-All Contract No. 2, newly identified scope of work for Catch-All Contract No. 2, additional legal and claim support due to the five (5) month hearing delay, and additional professional service contracts to support claim preparation and continue management and oversight of the Project necessary for project completion.

**BACKGROUND**

The Crenshaw/LAX (C/LAX) Transit Project is a north/south light rail line that serves the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. The alignment extends 8.5 miles, from the Metro E (Expo) Line at Crenshaw and Exposition Boulevards to a connection with the Metro C (Green) Line south of the Aviation/Century Station. The project provides major connections with the Los Angeles International Airport (LAX), as well as links to the C Line, E Line, and countywide bus network.

The alignment is comprised of a double-tracked rail line consisting of at-grade in-street, at-grade within railroad right-of-way, aerial, and below-grade guideway sections, eight new stations, park and ride facilities, utilities, landscaping, roadway improvements required by the project, and a maintenance & storage facility (Division 16 - Southwestern Yard).

As the project neared completion, staff requested a Close Out Project to provide funding for work that could commence after substantial completion of the C/LAX Design-Build Project. Funding and timing for the Close Out Project are separate from the C/LAX Design-Build Project, allowing staff flexibility to close out the Design-Build Project and related administrative elements. The scope of the Close Out

Project includes additional work required for the Crenshaw/LAX Project that, due to timing constraints, was not recommended to be issued to the Design-Builder (DB).

The Metro Board approved on May 28, 2020, a LOP budget of \$30,000,000 for the C/LAX Close Out Project. The approved LOP funding level was based on Substantial Completion forecasted for December 2020, and Revenue Service commencing in 2021. Since the approval of the LOP budget in 2020, the C/LAX Design-Build Project has experienced additional schedule delays, the Design-Builder has submitted its claim, and legal costs to analyze and defend the claim has accrued at a higher rate than anticipated. Furthermore, the bid received for Segments A and B Contract No. 1 Close Out work far exceeded the planned budget.

The Metro Board approved in June 2022, a LOP budget amendment of \$17,000,000 to provide funding for Segment C additional Punch Out construction work at the underground stations, increased legal services required to defend against the design-builder claim, extended Metro staff and professional services required to support completion of the Project through Revenue Service in Fall 2022, and replenishment of project contingency.

## **DISCUSSION**

Since the June 2022 approval of the LOP budget amendment to \$47M, the Design-Builder experienced additional schedule delays, the bid received for the Segments A and B Close Out work far exceeded the planned budget, legal costs to analyze and defend the claim accrued at a higher rate than anticipated, and the claims hearing was postponed by five (5) months.

To address impacts on the Catch-All Contract No. 2, staff recommends a total LOP budget increase of \$10 million. See below for detailed explanation.

- Staff anticipates bids for “Catch-All Contract No. 2” will exceed the current budget amount. Additional funds are required to cover items previously removed from Catch-All Contract No. 1, newly identified scope items, and increasing and continuing inflation costs.
- Due to the volume of material exchanged by the two parties as part of the DB claim, the parties mutually agreed to postpone the hearing by 5 months to allow each party sufficient time to prepare. Additional funds will cover a higher than anticipated burn rate on legal services required to defend against the design-builder claim, plus an additional five (5) months for legal services due to the five (5) month hearing delay.
- Additional professional services and Metro staff time were required during the five (5) month hearing delay to support claim preparation.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards for Metro’s construction projects.

## **FINANCIAL IMPACT**



Upon Board approval of the recommendation, the LOP budget will increase by \$10,000,000 from \$47,000,000 to \$57,000,000. Funds required in Fiscal Year 2023 are included as part of the FY23 budget adoption. The additional LOP funding will be programmed through FY24 and FY25 in Cost Center 8510, Construction Contracts/ Procurement, under Project 869512.

Since this is a multi-year project, the Project Manager, Cost Center Manager, and Chief, Program Management Officer will be responsible for budgeting the costs in future fiscal years.

### Impact to Budget

Eligible local funds available at the time of expenditure will be utilized to fund this project. These may include operating eligible funding sources.

### Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$10,000,000 increase, Attachment C shows the Measure R and Measure M Unified Cost Management Policy (Policy) analysis and funding strategy.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including reductions to other Metro projects in the corridor and subregion, and has determined these are not feasible, and that additional local funding resources (i.e., funding specific to the affected corridor or subregion), which are to be considered prior to Metro's countywide funding, are not available. The Policy analysis identifies available and eligible local funds at the time of expenditure (Countywide Other Funds) as the funding that can address the \$10,000,000 cost increase. Metro staff attempted to identify local funding specific to the Project corridor and affected Central City Area and South Bay subregions, but was not able to identify such funding due to restrictions on the use of those funds.

## **EQUITY PLATFORM**

The Crenshaw/LAX Close Out Project supports the C/LAX Transit Project, which serves the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. All eight stations (100%) are within or adjacent to Equity Focus Communities. Project equity benefits and impacts include:

1. Providing better transit connectivity and increasing light rail transportation service from the Metro Expo Line to the Metro Green Line.

2. Increasing transportation and service frequency, reliability, and access for communities along the 8.5-mile alignment that use the Metro transit system along the Century/Aviation, Westchester/Veteran, Downtown Inglewood, Fairview Heights, Hyde Park, Leimert Park, Martin Luther King and Exposition stations for housing, jobs, educational, medical and entertainment needs.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options and improving transit efficiency.

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the Corridor Cities by contributing funds and providing resources to assist Caltrans in management and delivery of these projects.

### **ALTERNATIVES CONSIDERED**

The Board may choose to not move forward with amending the LOP Budget. This is not recommended as this choice may limit Metro's flexibility and ability to manage and complete the required scope of work for the C/LAX project in the most timely and cost-effective manner and could jeopardize Metro's ability to provide its best defense against claims submitted by the Design-Builder.

### **NEXT STEPS**

Upon approval by the Board, the LOP Budget will be amended in accordance with the Recommendation.

### **ATTACHMENTS**

Attachment A - Funding/Expenditure Plan

Attachment B - Projected Breakdown of Cost Allocation

Attachment C - Measure R and Measure M Unified Cost Management Policy Analysis

Prepared by:

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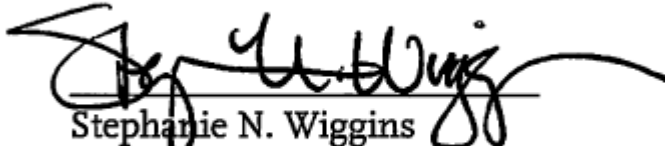
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Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT A**  
**(2022-0509)**  
**Crenshaw/LAX Closeout Project**  
**Funding / Expenditure Plan\***  
**(Dollars in Millions)**

<b>Capital Project CP869512</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>TOTAL</b>	<b>% Of Total</b>
	<b>Actual</b>	<b>Actual</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>		
<b>Uses of Funds</b>							
Construction	-	-	5.35	8.12	6.90	20.37	35.7%
Prof Services	0.01	13.74	15.26	3.78	1.85	34.63	60.8%
Project Contingency	-	-	1.00	0.50	0.50	2.00	3.5%
Subtotal	0.01	13.74	21.61	12.40	9.25	57.00	100.0%
<b>Total Project Costs:</b>	<b>0.01</b>	<b>13.74</b>	<b>21.61</b>	<b>12.40</b>	<b>9.25</b>	<b>57.00</b>	<b>100%</b>
<b>Sources of Funds</b>							
Local Funding Sources							
Proposition C 25%	0.01	13.74	21.61	11.65	-	47.00	82%
Countywide Other Funds				0.75	9.25	10.00	18%
TOTAL:	0.01	13.74	21.61	12.40	9.25	57.00	100%

\*Sources of funds are subject to change. Assumes claims hearing is on schedule for May 2023 and Catch-All Contract #2 Substantial Completion December 2024.

\*\*FY23-FY25 is projected.

## ATTACHMENT B

(2022-0509)

C/LAX Close Out Activities Project (CP869512)

Projected Breakdown of Cost Allocation for \$10 million

Amount	Descriptions
\$4,000,000	<b>Construction</b> <ul style="list-style-type: none"><li>o Segment C "Punch-List" Contract (includes testing)</li></ul>
\$3,500,000	<b>Legal Services</b> <ul style="list-style-type: none"><li>o Procured legal services to assist project management with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.</li></ul>
\$2,001,763	<b>Professional Services &amp; Misc</b> <ul style="list-style-type: none"><li>o Metro Staff at Gateway and at multiple field offices who perform oversight in various disciplines.</li><li>o CMSS - STANTEC: Claim preparation support (records reviewing and comments). Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support.</li><li>o Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.</li><li>o Mott McDonald: Claim preparation support to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.</li><li>o Miscellaneous professional Services support .</li></ul>
\$498,237	<b>Unallocated Contingency</b> <ul style="list-style-type: none"><li>o Amount not yet allocated to a specific line item but is required for anticipated unknown cost increases.</li></ul>
\$10,000,000	<b>Total Increase</b>

**Crenshaw/LAX Close Out Project**

**Measure R and Measure M Unified Cost Management Policy Analysis**

**Introduction**

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Crenshaw/LAX Close Out Project (the Project) is subject to this policy analysis.

The life-of-project (LOP) budget for the Project was last approved by the Board in June 2022 at \$47,000,000. The Project is subject to the Policy analysis now due to a proposed \$10,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2025. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

The LOP budget requires an increase of \$10,000,000 to pay for additional schedule delays, the bid for the Close Out work exceeding the planned budget, and legal costs to analyze and defend the claim.

**Measure R and Measure M Unified Cost Management Policy Summary**

The adopted Policy stipulates the following

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against subsequent actions on cost estimates taken by the Metro Board of Directors, including the determination of the budget. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

**Scope Reductions**

The Project cost increase is attributable to schedule delays, higher expected cost for the Close Out, and legal costs due to a five-month hearing delay. Any attempt to identify and negotiate agreeable reductions to the scope may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

### New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County. The Project is eligible for Measure R funding but this is entirely allocated to the Crenshaw/LAX Transit project, or subsequently transferred to another project.

The Project is located in the South Bay and Central City Area subregions (as defined in the Policy, as amended), with station locations in the cities of Los Angeles and Inglewood. Local funding resources from both the subregions and cities could be considered for the cost increase.

### *Subregional Programs and Local Agency Contributions*

Measure R, as amended, includes funding for a "South Bay Transit Investments" program and the South Bay subregion (represented by its Council of Governments) could allocate a portion of the funding for the Project. Metro staff will contact the subregion to determine if it would allocate any funding. However, due to the time constraints of this Board item, this funding is not considered available for the Project cost increase.

Measure M includes funding for a transit-eligible multi-year subregional program (MSP) for the South Bay and Central City Area subregions. The MSP is eligible beginning FY 2018 and entitled the Subregional Equity Program (SEP). However, Motion #2021-0435 amends the Policy to "eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction" and is not considered available for the Project cost increase.

### *Local Agency Contributions*

The cities with Project stations have agreed to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance. Metro is front-funding the Los Angeles share of \$89.7 million with the city making payments to Metro through FY 2023. Inglewood has agreed to pay \$12 million, with \$6 million in-kind for future first-last-mile improvements, and \$6 million in payments made over 40 years (with no payments or interest accrued for ten years). The cities are generally not responsible for cost increases to the projects and this restriction is included in the local agency contribution agreements between Metro and the cities.

Measure M, as well as Measure R and Propositions A and C, provide "local return" funding to Los Angeles and Inglewood. The cities will receive an estimated \$3.9 billion of local return (Los Angeles \$3.8 billion, Inglewood \$100 million) over the ten-year period FY 2023 to FY 2032 that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Foothill Extension to Pomona, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support use of local

return, and it is presumed these funds would not be available for the cost increase to the Project.

#### *State and Federal Funding (Discretionary)*

The State has previously granted the Crenshaw/LAX Transit project \$129.1 million through Prop 1B grants and the USDOT has provided funding through a \$13.9 million TIGER grant and \$545.9 million TIFIA loan. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Crenshaw/LAX Transit project and Crenshaw Close Out Project have experienced multiple cost increases and the project is in operation.

#### Value Engineering

The Project cost increase is attributable to schedule delays, higher expected cost for the Close Out, and legal costs due to a five-month hearing delay. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

#### Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

The cities and subregions have existing funding programs that have funding amounts yet to be spent. The potential use of the MSP and SEP are discussed above in section "New Local Agency Funding Resources."

The cities also receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available, and all other projects are moving through their respective development process.

The Project is within the same corridor as the Airport Metro Connector, which is currently in construction with an LOP budget of \$898,581, approved by the Board in April 2021. This project is not yet completed and does not have cost reductions that could be used for the Project.

#### Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are programmed for other uses in Metro's financial forecast, during the timeframe when funds are needed for the Project cost increase. A reallocation of the funds to the cost increase would divert the funding from other Board-approved uses and or require additional debt financing. Eligible sources of countywide funding include Proposition C 25% (Transit-Related Streets and Highways), Proposition C 40% (Discretionary), and Proposition A 35% (Rail Development).



Through FY 2025, the Proposition C 25% funds are currently planned, from highest to lowest, for debt service on Metro bonds, Call For Projects, Microtransit, Freeway Service Patrol, and the Crenshaw/LAX Locally Funded Activities Project. The Proposition C 40% is planned for Metro bus operations, ADA-paratransit operations, rail operations, the municipal and non-Metro operators, and debt service. The Proposition A 35% is planned for Heavy Rail Vehicles, rail operations, debt service on Metro bonds, vehicle midlife, and Light Rail Vehicles.

#### *State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. There is currently no capacity in the RIP or LPP through FY 2027. The RIP has been allocated to projects submitted in Metro's 2022 RTIP and the next cycle of the LPP is planned to be used on the Division 20 project and NextGen.

The Crenshaw/LAX Transit project has previously received federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation & Air Quality Program (CMAQ) funding and these may be eligible for use on the Project to address the cost increase. However, the funding is currently programmed for other uses in the Long Range Transportation Plan Financial Forecast including Crenshaw/LAX Transit and other Metro rail operating expenses, Metro heavy rail projects, and Call For Projects, and any allocation to the Project would reduce the availability for competing uses.

#### **Recommendation**

We recommend that the \$10,000,000 cost increase for the Project is funded with available and eligible local funds at time of expenditure (Countywide Other Funds) as the funding (including debt financing). The Policy analysis has looked at potential cost reductions and these are not feasible given the status of the Project and timing of the funding need. The Policy analysis has also considered local funding from the subregions, including Measure R South Bay Transit Investments, local return, and the defunding of projects in the Call For Project and or cost savings from other projects and has determined that this funding is not available. State and federal formula funding were also evaluated but these are not available as they are programmed for other uses in Metro's financial forecast.

Board Report File #2022-0509

Subject: Crenshaw/LAX Closeout Project

Amend LOP Budget by \$10M from \$47M to \$57M



# Board Report File #2022-0509

## Subject: Crenshaw/LAX Closeout Project

### Amend LOP Budget by \$10M from \$47M to \$57M

- **ACTION: AUTHORIZE LIFE-OF-PROJECT BUDGET INCREASE**
- **Scope**
  - Higher than the anticipated cost for Segment C “Catch-All Contract #2” to be solicited to handle the remaining miscellaneous items previously removed from Contract #1 and newly identified scope items.
  - Additional Legal and claim support services support to defend against claims by the design-builder due to a five (5) month hearing delay.
  - Additional professional services to support claim preparation.

# Board Report File #2022-0509

## Amend LOP Budget by \$10M from \$47M to \$57M

(2022-0509)

### Crenshaw/LAX Closeout Project Funding / Expenditure Plan\* (Dollars in Millions)

Capital Project CP869512	FY21	FY22	FY23	FY24	FY25	TOTAL	% Of Total
	<b>Actual</b>	<b>Actual</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>		
<b>Uses of Funds</b>							
Construction	-	-	5.35	8.12	6.90	20.37	35.7%
Prof Services	0.01	13.74	15.26	3.78	1.85	34.63	60.8%
Project Contingency	-	-	1.00	0.50	0.50	2.00	3.5%
Subtotal	0.01	13.74	21.61	12.40	9.25	57.00	100.0%
<b>Total Project Costs:</b>	<b>0.01</b>	<b>13.74</b>	<b>21.61</b>	<b>12.40</b>	<b>9.25</b>	<b>57.00</b>	<b>100%</b>
<b>Sources of Funds</b>							
Local Funding Sources							
Proposition C 25%	0.01	13.74	21.61	11.65	-	47.00	82%
Countywide Other Funds				0.75	9.25	10.00	18%
TOTAL:	0.01	13.74	21.61	12.40	9.25	57.00	100%

\*Sources of funds are subject to change. Assumes claims hearing is on schedule for May 2023 and Catch-All Contract #2 Substantial Completion December 2024.

\*\*FY23-FY25 is projected.



**Metro**

# Board Report File #2022-0509

## Subject: Crenshaw/LAX Closeout Project

### Amend LOP Budget by \$10M from \$47M to \$57M

C/LAX Closeout Project	\$47M LOP Jun-22	Committed thru Dec-22	Expended thru Dec-22	\$47M LOP Budget Remaining to Commit Dec-22	\$10M LOP Increase REQUESTED	\$57M Revised LOP REQUESTED
<b>June 2022 LOP Increase</b>						
<b>Construction</b>	<b>15,745,251</b>	<b>10,386,735</b>	<b>2,983,860</b>	<b>5,358,516</b>	<b>4,000,000</b>	<b>19,745,251</b>
-Catch All	12,500,000	6,806,695	-			
-Union Equity	3,245,251	3,580,040	2,983,860			
<b>Prof Services</b> (Claim, Admin, CMSS, PMSS, Misc)	<b>12,554,749</b>	<b>6,045,491</b>	<b>3,776,118</b>	<b>6,509,258</b>	<b>2,000,000</b>	<b>14,554,749</b>
<b>Legal Services</b>	<b>16,200,000</b>	<b>15,824,042</b>	<b>15,294,158</b>	<b>1,375,958</b>	<b>3,500,000</b>	<b>19,700,000</b>
<b>Project Contingency</b>	<b>2,500,000</b>			<b>1,000,000</b>	<b>500,000</b>	<b>3,000,000</b>
<b>TOTAL:</b>	<b>47,000,000</b>	<b>32,256,268</b>	<b>22,054,136</b>	<b>14,243,732</b>	<b>10,000,000</b>	<b>57,000,000</b>



## Board Report

File #: 2023-0159, File Type: Budget

Agenda Number: 23.

### CONSTRUCTION COMMITTEE APRIL 20, 2023

**SUBJECT: SOUNDWALL PACKAGE 11 HIGHWAY PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. AMENDING the Life of Project Budget (LOP) Budget for Project No. 460324 Soundwall Package 11 Highway Project by an amount of \$8,525,000, increasing the LOP budget from \$102,485,000 to \$111,010,000, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B); and
- B. AUTHORIZING the Chief Executive Officer to execute individual Contract Modifications within the Board approved Life of Project budget.

#### **ISSUE**

Staff have been working diligently to complete the project within the approved LOP budget; however, the LOP, as established in January 2021, must be increased given certain complexities on the project that were unknown at the time of that action. Staff is seeking the Board's approval to Amend the LOP to close out the project in an amount of \$8,525,000 for a new LOP of \$111,010,000. Construction costs have escalated due to vandalism and the need to clear chronic unhoused encampments in the project areas, as well as design errors and omissions. The project is at 98% completion, and this request will provide enough funding to complete the Project and close out all associated contracts.

#### **BACKGROUND**

The Project is a Design/Bid/Build contract that is administered by Metro on behalf of Caltrans. The Project is located entirely within Caltrans right of way and consists of the construction of soundwalls on Route 170 from Route 101/Route 170 interchange to the Sherman Way Overcrossing and on Route 405 from north of Saticoy Street Undercrossing to Roscoe Boulevard Undercrossing. Construction of the soundwalls requires modification and widening of eight existing bridges. In May 2015, the Board approved the initial LOP in the amount of \$89,183,000. In January 2021, an LOP increase was approved in the amount of \$13,303,000 to resolve compensable time impacts and

construction costs related to design errors and third-party design review comments.

The Project has been adversely affected by a large influx of unhoused people and associated encampments and vandalism within the project limits. According to the Greater Los Angeles Homeless Count, approximately 69,144 people in LA County and 1,364 people in Council District 2 (prime project location) are experiencing homelessness, and 1,128 of 1,364 are without shelter. Due to the lack of available shelter space and 24-hour operating shelters County-wide, un-housed individuals have heavily populated many areas within the project limits with encampments. Individuals residing in these encampments have been documented causing vandalism to electrical and landscaping elements throughout the entire project limits, and the vandalism is ongoing. The project endured and is continuing to endure many unanticipated costs due to the frequent repairs required as a result of vandalism and encampments. Additional costs have been incurred for encampment biohazard cleanup and relocation assistance and when necessary, transporting individuals to appropriate resources for those experiencing homelessness. In addition to direct costs associated with this issue, the Project has experienced significant costs related to schedule delays directly attributable to the vandalism.

Metro has previously reported to the Board that staff are also pursuing damages for several design changes as an Errors and Omissions claim with the prime design consultant. The numerous design errors and omissions have caused significant cost and time impacts which are accounted for in this LOP amendment request.

## **DISCUSSION**

Metro and Caltrans have jointly developed a reasonable plan to modify the scope of the contract in order to complete the project and deliver a product that Caltrans will be able to maintain in the future. The scope changes will increase the cost of the work, however, it will also provide a clear path to the completion of the project while also providing a system to Caltrans that will be more resistant to vandalism. After the scope to complete the project is amended into the contract, Metro will analyze the delays to determine if the contractor is entitled to compensation for the delay. The Critical Path Method (CPM) schedule and Time Impact Analysis (TIA) will be utilized to determine the amount of the appropriate compensation. The time-related overhead cost for this project is \$4,000 per day.

During construction, there were several unanticipated costs that occurred for the encampment and vandalism issues described above, in addition to the unforeseen design related reasons. The changes are summarized below:

### **Unhoused Encampments and Vandalism (\$6.3M)**

- The project has encountered numerous delays because of encampments and vandalism within the project limits. The types of delays include 1) repair and rework of areas already constructed and then vandalized, 2) not able to mobilize construction crews to areas with encampments until after coordinating with several agencies to clear the areas, 3) inability of the contractor to schedule work due to the uncertainty when areas will be available, 4) ordering and procuring materials to replace those vandalized, and 5) scheduling coordination with third party agencies to reinspect areas that were vandalized and reworked

- The project has incurred the hard costs of repairing and replacing equipment and materials that were vandalized after installation. Also, the cost of encampment biohazard cleanup after clearing areas was not anticipated prior to the contract award.
- The project has been impacted more by the soft costs of the delays caused by vandalism than by the hard construction costs. The delay impacts have increased the cost of third parties (see below), construction management staff, and the contractor by extending the completion date of the project. These costs are not yet fully realized because the impacts are ongoing.
- Metro is currently working to execute the changes to the landscaping scope of work as agreed with Caltrans to minimize the impacts of vandalism. This will cause an increase in project cost.
- Numerous change orders due to vandalism and encampment biohazard cleanup are pending execution.
- Third Party reimbursable costs have increased due to the additional inspections required after vandalism has occurred on the project, and the work is repaired.
- Soffit lighting within the existing bridge structures and the City Streets was vandalized, and the cost of rebuilding and reconditioning the location was not anticipated by the project. These facilities will be maintained by the City of LA Bureau of Street Lighting.
- Department of Water and Power (DWP), Bureau of Street Lighting (BSL), and Department of Transportation (DOT) final inspection is pending once the vandalized components are repaired. The city will review and approve the as-builts once all the vandalized repairs are completed. The existing work orders have exceeded the initial negotiated values.

Staff have met with Caltrans to develop a path towards project completion and have reached an amenable solution for all parties. The path forward is technical in nature and includes acceptance of the project in stages and incorporates acceptance of work performed regardless of the fact that the work has endured vandalism. The additional costs to move the project to completion are encapsulated within this board action.

### **Design Changes (pursued as an E&O Claim) (\$2.2M) in addition to the previous LOP Increase**

- Due to the delays on the project caused by design errors, K-rails were placed for an extended period of time, and additional traffic control was required. The contractor is pursuing rental costs for the K-rails and traffic control for the additional time it was required to complete the construction work.
- Construction delays and increased costs related to permeation grouting delays; Riverside/Tujunga Bridge Retrofit design discrepancy, BSL work design errors, and several civil, electrical, and irrigation design errors.
- Inefficiencies and escalations as a direct result of the delay.
- The design drawings incorrectly numbered and identified demolition items within the Project limits.

As has been previously reported to the Board, the Design changes listed in this section are being treated as Errors and Omissions, and the Engineer of Record and Metro staff have been evaluating and assessing the path forward to resolve this issue.



### **DETERMINATION OF SAFETY IMPACT**

There is no impact to public safety by approving this recommendation.

### **FINANCIAL IMPACT**

The current LOP budget for the Project is \$102,485,000M, funded by Measure R Highway 20% and Prop C 25%. Upon Board approval, the LOP budget will be increased by \$8,525,000.

This is a multi-year project, therefore, the cost center manager and the Executive Officer, Program Management would be responsible for budgeting project costs in future fiscal years.

### **IMPACT TO BUDGET**

Consistent with the provisions of the Board adopted Measure R and Measure M Unified Cost Management Policy, the source of funds for this recommendation is Measure R (20%) Highway Funds, which are not eligible for bus or rail operations (Attachment B). No other funds were considered.

### **EQUITY PLATFORM**

The project is designed to reduce freeway noise affecting communities that were adversely impacted by the construction of the freeway. The Soundwall program is a response to the noise complaints by residents. Soundwall 11 Project on Route 170 from Route 101/Route 170 interchange to the Sherman Way Overcrossing, and on Route 405 from north of Saticoy Street Undercrossing to Roscoe Boulevard Undercrossing. The Soundwall 11 project is 25% within or adjacent to Equity Focus Communities.

To address safety and project concerns, Caltrans has conducted outreach and relocation services for people experiencing homelessness in the Project Areas, in accordance with Caltrans CPD#21 (Construction Procedures Directives - Attachment C), and with support from the California Highway Patrol. Metro coordinated cleaning of trash and debris from encampment sites in collaboration with these Caltrans services.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options and improve transit efficiency;

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the Corridor Cities by contributing funds and providing resources to assist Caltrans in management and delivery of these projects]

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve this staff recommendation. This alternative is not recommended as Metro would be unable to provide funding to complete the Project according to the current schedule and close out the contracts.

### **NEXT STEPS**

Upon Board approval, the LOP budget will be amended accordingly per the Recommendation, and staff will execute necessary Contract C39033C1101-2 modifications, process DWP bills and issue work orders to the City of Los Angeles for FY23. Anticipated Substantial Completion is Summer 2023 with an anticipated Final Acceptance in Winter 2023.

### **ATTACHMENTS**

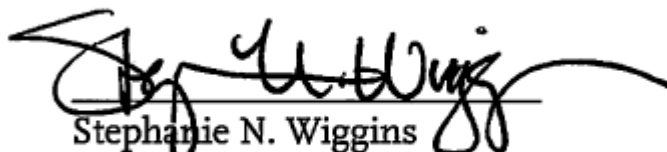
- Attachment A - Funding/Expenditure Plan
- Attachment B - Unified Cost Management Policy Analysis
- Attachment C - Caltrans Construction Procedures Directives

Prepared by:

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Reviewed by:

Sameh Ghaly, Chief Program Management Officer (Interim), Program Management (213) 418-3369

  
Stephanie N. Wiggins  
Chief Executive Officer

**EXPENDITURE and FUNDING PLAN**  
**Soundwall 11 Project 460324**

<b>Use of Funds</b>	<b>Inception– FY23</b>	<b>Remaining FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>Total Capital Costs</b>
<b>Design</b>					
Design Costs and Technical Reviews	3,211,000	-	-	-	3,211,000
Design	3,211,000	-	-	-	3,211,000
<b>Construction</b>					
Construction Contracts	76,838,000	5,605,000	1,750,000	-	84,193,000
Special Conditions (3rd Party Agreements)	3,507,000	981,000	482,000	-	4,970,000
Design Support During Construction/CMSS/PMSS	9,283,000	459,000	395,000	-	10,137,000
Other Professional Services (Env/DEOD)	241,000	-	23,000	-	264,000
Legal Fees	-	-	750,000	-	750,000
Agency Costs: Project Control, Procurement Support, Safety, Communications, etc.	6,448,000	357,000	180,000	-	6,985,000
Unallocated Project Contingency	-	-	-	500,000	500,000
<b>Construction Phase Total</b>	<b>96,317,000</b>	<b>7,402,000</b>	<b>3,580,000</b>	<b>500,000</b>	<b>107,799,000</b>
<b>Total Project Cost</b>	<b>99,528,000</b>	<b>7,402,000</b>	<b>3,580,000</b>	<b>500,000</b>	<b>111,010,000</b>
<b>Source of Funds</b>					
	<b>Inception– FY23</b>	<b>Remaining FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>Totals</b>
Measure R 20% / Prop C 25%	99,528,000	7,402,000	3,580,000	500,000	111,010,000
	-	-	-	-	-
<b>Total Project Funding</b>	<b>99,528,000</b>	<b>7,402,000</b>	<b>3,580,000</b>	<b>500,000</b>	<b>111,010,000</b>

## ATTACHMENT B

### SOUNDWALL PACKAGE 11 HIGHWAY PROJECT

#### Measure R and Measure M Unified Cost Management Policy Analysis

##### Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Soundwall Package 11 Highway Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project as approved by the Board is \$102,486,000. The Project is subject to the Policy analysis now due to a proposed \$8,525,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2024. This analysis recommends trade-offs required by the Policy to identify cost reductions or the funds necessary to meet the cost increase.

##### Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against subsequent actions on cost estimates taken by the Metro Board of Directors, including the determination of the budget. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

##### Scope Reductions or Value Engineering

The Project has an awarded Design/Bid/Build contract with a FY 2024 estimated completion. Any scope reduction or value engineering would require negotiation and agreement with the contractor that could delay the schedule. Because of this, we recommend moving to the next step.

##### New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to

impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is a component of the broader Metro soundwall program, which consists of the construction of soundwalls throughout the county that meet state eligibility criteria. The program is prioritized into a Phase I (required to be constructed as part of High Occupancy Vehicle Lanes projects but were deferred) and Phase II (all others). Within Phase I, there are three priority lists. Priority 1 projects are completed. Priority 2 projects, which include the Soundwall Package 11 Highway Project, have funding programmed in the Long-Range Transportation Plan (LRTP) financial forecast. All the Priority 2 projects have funded LOP budgets approved by the Board, with the exception of three remaining Package 12, 13, and 14 projects, which are in the project initiation/approval stage. The Priority 3 projects are currently programmed in the LRTP beginning in FY 2035.

The Project is eligible for Measure R funding and is allocated a portion of the \$250,000,000 of funding in the Measure R sales tax ordinance Expenditure Plan from the highway project entitled "Countywide Soundwall Construction." The Measure R funds have been programmed to the Priority 1 and Priority 2 projects, including Package 12, 13, and 14.

As the Package 12, 13, and 14 projects do not have a LOP budget and are still in the project development phase, a portion of the Measure R funding equal to \$8,525,000 can be reprogrammed and allocated to the LOP increase on the Project. This will reduce funding for the Package 12, 13, and 14 projects and may result in a need to seek additional, future State and or federal grant funding, or local funding.

#### Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

The Project is in the same subregion as the I-5 North Capacity Enhancements project. Construction on this project is almost complete and this project has an estimated surplus of Measure R 20% of \$30,000,000 and unused Proposition C 25% "replacement project credits" (that replaced Measure R surplus) of \$223,500,000; however, this surplus may be needed to fund the East San Fernando Valley Light Rail Transit project, which is seeking a federal Expedited Project Delivery grant and the success in getting the grant will depend on the availability of these non-federal funds for the project.

#### Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are programmed for other uses in Metro's financial forecast, during the timeframe when funds are needed for the Project cost increase, and additional debt financing of the countywide funds would be needed to provide sufficient cash flow for the Project cost increase. The primary eligible source of countywide funding is Proposition C 25%.

### *State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. There is currently no capacity in the RIP or LPP through FY 2027. The RIP has been allocated to projects submitted in Metro's 2022 RTIP.

### **Recommendation**

Metro staff recommends the use of \$8,525,000 of Measure R 20% highway funds that are currently programmed to the Priority 2, Package 12, 13, and 14 projects to address the Project LOP budget increase. Funding for the Package 12, 13, and 14 projects will be identified at the time the scope and cost are determined. The amount of Measure R 20% available for the Metro soundwall program increased by \$26,966,306 in September 2021 when Metro was awarded \$48,649,000 of Highway Infrastructure Program grant funding, of which \$21,682,694 was programmed to a Package 10 cost increase.

**MAINTENANCE POLICY DIRECTIVE**

MTCE-03 (REV 3/2015)

<b>MAINTENANCE POLICY DIRECTIVE</b>	NUMBER MPD 20-02R7	PAGE 1 OF 1
	DATE ISSUED 01/26/2021	EFFECTIVE DATE 01/01/2021

DAVID AMBUEHL, Acting Chief Division of Maintenance	SIGNATURE <i>David Ambuehl</i>
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DISTRIBUTION	
<input checked="" type="checkbox"/> All District Directors	<input checked="" type="checkbox"/> Chief, Division of Engineering Services
<input checked="" type="checkbox"/> All Deputy District Directors - Maintenance	<input checked="" type="checkbox"/> Chief Counsel, Legal Division
<input checked="" type="checkbox"/> All Deputy District Directors - Traffic Ops.	<input type="checkbox"/> Publications (California Supplement Website)
<input checked="" type="checkbox"/> All Deputy District Directors - Construction	<input checked="" type="checkbox"/> All Division of Maintenance Office Chiefs
<input checked="" type="checkbox"/> All Deputy District Directors - Design	<input checked="" type="checkbox"/> All SM&I Office Chiefs
<input checked="" type="checkbox"/> All Deputy District Directors - Trans. Planning	<input checked="" type="checkbox"/> Headquarters Division Chiefs for: Construction

SUBJECT
Direction on Encampments due to the COVID-19 Pandemic. This policy will be revisited and modified as conditions change, no later than December 31, 2021.

DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
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IF YES, DESCRIBE
In accordance with Caltrans' Interim Guidance on Encampments and in addition to MPD 10-01 Encampment Removal Policy & Guidelines, the process for removing an encampment.

WILL THIS DIRECTIVE BE INCORPORATED IN THE MAINTENANCE MANUAL?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
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IF YES, DESCRIBE

**DIRECTIVE**  
Caltrans' priority is the safety of all people during the COVID-19 pandemic or otherwise. In effect, encampments on Caltrans right of way may only be posted and cleared in coordination with local experts on homelessness and the California Highway Patrol, if approved by Caltrans District Directors for priority level 1 encampments or Caltrans Headquarters for priority level 2 encampments as outlined in Caltrans' Interim Guidance on Encampments.

On December 11, 2020, Caltrans released Interim Guidance on Encampments, developed in partnership with state and local public safety and homeless services partners. This guidance outlines the methodology for prioritizing and addressing encampments on Caltrans right of way. This guidance is to be used in determining priority levels of encampments on State right of way and in seeking approval to remove level 1 or level 2 encampments that pose a potential safety concern to the public. Level 3 and 4 encampments should be monitored and mitigated where possible, as outlined in the guidance, but will not be considered for removal at this time consistent with the [Centers for Disease Control \(CDC\) Interim Guidance on People Experiencing Unsheltered Homelessness and the Coronavirus Disease.](#)

**MAINTENANCE POLICY DIRECTIVE**

MTCE-03 (REV 3/2015)

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Caltrans staff should refer to the Interim Guidance on Encampments for all information needed to assess and address encampments during the COVID-19 Pandemic. Each district has been assigned a task force lead on homelessness. District staff should work with their assigned district task force lead regarding any questions on encampments or this guidance.

Caltrans' role in encampment removals is to: collaborate with partners to help connect people living along California's freeways with critical services and shelter, coordinate cleaning of trash and debris from encampment sites, respond to emergencies at encampments to inspect for potential damage to Caltrans infrastructure, and to restore and protect the right of way after people have been relocated by local governments. While Caltrans is not capable on its own to relocate people into shelters or provide social services, Caltrans is a committed partner in assisting local partners in their efforts to assist people living on state property. The California Highway Patrol (CHP) is the enforcement agency responsible for addressing allegations of criminal activity on state property. Encampment removals without a coordinated relocation effort across state and local agencies will likely result in people returning to the same location, moving to adjacent city or county property, or being dispersed into the community, without resolving the core issues.

In extreme circumstances where encampments pose imminent threats to safety or critical infrastructure and must be immediately resolved upon discovery, such as situations where people are found living in confined spaces of bridge cells or man-made tunnels (priority level 1), authorization has been delegated to Caltrans District Directors. An After Action Report must be submitted to Caltrans Headquarters within 24 hours of the completion of a priority level 1 removal. Headquarters approval is required prior to posting a 72-hour notice at a priority level 2 encampment. The process for addressing and mitigating encampments is outlined in the Interim Guidance on Encampments.

All local partners and constituents must work with Caltrans regarding any challenges related to encampments and shall not clear any people from Caltrans property without Caltrans participation and approval. Where an encampment poses a safety concern necessitating the removal of the encampment, Districts shall coordinate with [County Continuums of Care](#)\* or other lead local entity on homelessness and other relevant local partners, focusing on relocation solutions first before requesting approval to post and clear an encampment. If *all people* at an encampment are successfully and *willingly* relocated by local governments into a shelter or housing, Caltrans may clear any remaining trash or debris from the former encampment site without approval from Caltrans Headquarters, so long as no people remain onsite and no people were forced to leave the property.

Social services engagement and connections are always encouraged when possible but should not impede emergency response functions. Approval from Caltrans Headquarters is not required for trash or debris pickup at or near encampments so long as it does not result in the displacement of people. Caltrans districts are encouraged to conduct trash cleanup activities via a hazmat contract where safe and possible near encampments. Further information is available in the Interim Guidance on Encampments.

If the situation at an encampment rises to level of an extreme emergency, consistent with Caltrans emergency management response functions, the District Director should report the issue immediately by calling the Deputy Director of Operations and Maintenance, Cory Binns, at 858-688-1460.

All Caltrans staff conducting encampment site assessments or performing any work near or within an encampment site must wear Personal Protective Equipment and exercise extreme caution, abandoning the work immediately if safety is compromised. Assistance from the CHP is always available to Caltrans staff.

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**MAINTENANCE POLICY DIRECTIVE**

MTCE-03 (REV 3/2015)

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Additional safety protocol information and information on the collection of trash near encampments is outlined in the Interim Guidance on Encampments.

This directive shall be revisited to meet changing conditions during the COVID-19 Pandemic, no later than December 31, 2021. Caltrans districts will continue to receive updated guidance and direction as external conditions change and should continue to communicate with Headquarters any unique challenges or circumstances. This directive was written during the COVID-19 pandemic and is subject to modification at any time. Comments or questions should be sent to: [HQEncampments@dot.ca.gov](mailto:HQEncampments@dot.ca.gov).

**\*County Continuum of Care (CoC):**

The Continuum of Care (CoC) Program, which falls under individual County jurisdiction throughout California, is designed to promote communitywide commitment to the goal of ending homelessness; provide funding for efforts by nonprofit providers, and State and local governments to quickly rehouse homeless individuals and families while minimizing the trauma and dislocation caused to homeless individuals, families, and communities by homelessness; promote access to and effect utilization of mainstream programs by homeless individuals and families; and optimize self-sufficiency among individuals and families experiencing homelessness.

County Continuum of Care Contacts: <https://www.hud.gov/states/california/homeless/continuumcare>

County Public Health Department Contacts: <https://www.cdph.ca.gov/Pages/LocalHealthServicesAndOffices.aspx>

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Attachment(s):



# MAINTENANCE POLICY DIRECTIVE

MTCE-03 (REV 3/2015)

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PAGE \_\_\_\_ OF \_\_\_\_

## **DEFINITIONS**

When used in this Maintenance Policy Directive, the text shall be defined as follows:

- 1) **Standard** - a statement of required, mandatory, or specifically prohibited practice. All standards text appears in **bold** type. The verb **shall** is typically used. Standards are sometimes modified by Options.
- 2) Guidance - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgement or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in underlined type. The verb should is typically used. Guidance statements are sometimes modified by Options.
- 3) Option - a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb may is typically used.
- 4) Support - an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs shall, should and may are not used in Support statements.



Board Report

File #: 2022-0858, File Type: Program

Agenda Number: 24.

**CONSTRUCTION COMMITTEE  
APRIL 20, 2023**

**SUBJECT: BUSINESS INTERRUPTION FUND**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the Pilot Business Interruption Fund (BIF) Assessment;
- B. AUTHORIZING the Chief Executive Officer to expand the Pilot Business Interruption Fund (BIF) to the East San Fernando Valley Light Rail Transit Project; and
- C. APPROVING the Pilot Business Interruption Fund (BIF) program modifications (Attachment D).

**ISSUE**

At its February 2023 meeting, the Board approved Motion 32 by Directors Krekorian, Najarian, Horvath, Barger, Bass, and Dupont-Walker (Attachment A) that directs staff to assess the Pilot Business Interruption Fund (BIF) and report back with recommendations for how the BIF could be applied to address local business impacts created by the construction of the East San Fernando Valley Light Rail Project.

In accordance with the Board’s Motion, this report provides an assessment of the Pilot Business Interruption Fund, along with lessons learned for improvement and an analysis for the expansion of the BIF to the East San Fernando Valley Light Rail Project (ESFV).

**BACKGROUND**

Metro is an essential component of the economic infrastructure of Los Angeles County as it connects people to jobs, services, and businesses. Transit rail construction can mean growth opportunities for cities; however, transit construction also can be challenging for small “mom and pop” businesses located along transit corridors, given the multi-year construction periods.

Recognizing the importance of supporting small businesses during construction as vital to ensure the

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economic sustainability of communities, at its October 2014 meeting, the Board approved Motion 57 by Directors Molina, Dupont-Walker, Ridley-Thomas, and Garcetti (Attachment B) that authorized the CEO to establish the Pilot Business Interruption Fund (BIF) for small “mom and pop” businesses located along the Crenshaw/LAX Transit Project, the Little Tokyo area of the Regional Connector and Section 1 of the Purple Line Extension. In December 2016, Metro’s Board of Directors authorized the expansion of the BIF to include small “mom and pop” businesses impacted by unprecedented full street closures with a duration greater than six continuous months, such as the 2nd/Broadway segment of the Regional Connector and expanded the program to include Section 2 of the Purple Line Extension. In February 2019, the Board voted to expand the BIF to the Purple Line Extension Section 3.

Through the pilot BIF, Metro provides financial assistance to directly impacted small “mom and pop” businesses through grants to cover certain fixed operating expenses and lost revenue due to direct construction impact. Metro’s goal is to help small businesses continue to thrive throughout construction and post-construction. The BIF is an important part of Metro’s construction mitigation program, which includes the Business Solution Center and Eat Shop Play, which supports communities that Metro expands into.

## **DISCUSSION**

Since Metro’s Board adopted the BIF, Metro has provided financial assistance to 445 small “mom and pop” businesses directly impacted by transit rail construction. As of March 31, 2023, Metro has awarded 1,490 grants for over \$37 million to “mom and pop” businesses throughout the project areas. The successes of the pilot program are demonstrated in the measures of effectiveness, of which 94% of businesses have remained in operation six months post grant award; 88% one-year post grant award; and 77% two-years post grant award. (Attachment C). For the Crenshaw/LAX Line: 74% of small businesses that received a BIF grant were still in operation when the Line opened in 2022 after eight years of construction and a pandemic.

### **BIF Success Factors**

Throughout its eight years of implementation, the BIF has been successful due to various factors, including the types of projects it has been applied to as follows:

- Metro’s transit rail projects with a construction budget over one billion dollars;
- Metro rail transit projects that are multi-year (4 plus years) with significant construction activities and or unprecedented full street closures with a duration greater than six continuous months;
- The authorization of the BIF came from Metro’s Board recognizing the significant impact construction may have on the small “mom and pop” businesses located on corridors. As such, the BIF grants are geared to small businesses that have been directly impacted by Metro’s construction projects;
- In delivering the BIF through defined program eligibility requirements and guidelines, Metro has ensured equitable access to financial resources for businesses in each of the transit rail project corridors; and

- Metro has learned that direct community outreach and in-person engagement by a third-party administrator is the most effective way for building community trust and engaging the community in the programs. This has led to delivering programs that meet the needs of the businesses impacted by construction by providing free technical capacity support in addition to the direct grant.

Potential BIF Expansion to ESFV LRT

Recognizing the potential for small businesses to be impacted by the construction of the East San Fernando Valley (ESFV) Light Rail Transit Project (Project), Staff has coordinated with Metro’s Program Management Department to understand the nature of construction in conjunction with the contracting method to utilize a Progressive Design-Build Contractor (PDB). For the purposes of this BIF Report, staff has assessed the program’s applicability solely for the southern segment and will re-evaluate the project alignment in conjunction with Program Management’s conclusion of the analysis for the northern segment of the ESFV Project.

1. ESFV Project Construction Schedule: The ESFV Project will extend from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles with 14 at-grade stations. In February 2023, Metro’s Program Management staff requested the Board to approve the contract for the PDB to begin phased work activities for the Southern Segment of the ESFV Project. The Southern Segment will be 6.7 miles long and include 11 at-grade stations along with a maintenance facility.
2. BIF Program Schedule: The PDB contract for the ESFV project will be delivered in two phases; Phase 1 to include pre-construction services and Phase 2 to include final design, construction, testing, and commissioning for the entirety of the project. Metro staff will ensure the BIF is up and running by the groundbreaking of major construction in compliance with the BIF Administrative Guidelines.

Staff has also researched the number of small “mom and pop” businesses that will fall along the project alignment. For the purposes of the BIF, a small “mom and pop” business is defined as a business with 25 or fewer full-time employees. Through the utilization of the Dun & Bradstreet database as of December 2022, staff has collected geographical data on the small businesses that fall along the collective zip codes that encompass the ESFV project. Furthermore, Metro’s Geographic Information System (GIS) Team has been able to use the longitude and latitude information to determine the placement of each individual small business within a quarter mile buffer of the project alignment. This data analysis reveals that 2,611 small businesses fall within a ¼ mile of the ESFV project alignment.

Project Zip Code’s	Small Business Location Buffer	Small Business* Count	Average Number of Employees	Average Sales Volume
91331, 91402, 91405, 91411, 91401	¼ Mile	2,611	5	\$312,024

Data Source: Dun & Bradstreet

\*Small Businesses are defined as 25 or fewer full-time employees

The number of potentially eligible small “mom and pop” businesses located along ESFV (2,611) exceeds the combined total of BIF grants awarded to date and exceeds the 2014 estimated number of potentially eligible businesses on both the Crenshaw LAX Transit Project (CLAX) and the Little Tokyo Area of the Regional Connector (LTRC). In 2014 it was estimated that 843 businesses were located along the CLAX and 267 along LTRC, demonstrating a 58% increase in small businesses that fall along the ESFV Corridor. To date, 239 small businesses along the CLAX have been awarded grants, and 33 small businesses have been awarded grants along the LTRC.

For program continuity and in recognition of the importance of maintaining a fiscally prudent yet efficient program that provides financial assistance to small “mom and pop” businesses. BIF Administrative Guidelines state that participation in the BIF is limited to businesses located immediately adjacent to a rail corridor whose business revenues decrease as a result of construction activities from specified Metro construction projects occurring in front of the business or on the block in which the business is situated.

Key Program Takeaways

The BIF has generally been well received by grantees and serves an important purpose. Contractors also commend the program for reducing complaints about construction activity. Grantees have indicated that the program has supported their financial needs during business disruptions caused by construction. And also important, it has proven to be an effective tool in avoiding the displacement of legacy businesses.

Metro was one of the first agencies in the Nation to create and implement a BIF program and serves as a model for commercial displacement avoidance programs. A peer review of four prominent programs that featured similarities to the BIF program was conducted: the Santa Ana Business Interruption Fund, the Phoenix Valley Metro Fund, Sound Transit’s Rainier Valley Transit Oriented Community Development Fund, and the Houston Fund for Social Justice and Economic Equality.

Out of the aforementioned programs, Metro’s BIF has the highest annual funding cap at \$50,000 in grant funds, with the next highest providing \$30,000 in funds. Notably, one of the four small business grant programs reviewed, the City of Houston’s Fund for Social Justice and Economic Equity, is not specifically tied to construction impacts. The program is capped at \$65,000 over a three-year period with the requirement that funds be allocated towards the purchase of property, equipment, and other tangible assets.

Name of Agency	Program Date	Max Grant per Business	Total Grants Issued	Other Items
City of Santa Ana, CA	Current (2 <sup>nd</sup> year)	\$10,000	\$1,500,000	Street vendors (\$2,500) Independent Contractors (\$1,300). Grant includes businesses within 350 feet of the impacted street and construction zone.

Valley Metro, Phoenix, AZ	Current (2 <sup>nd</sup> year)	\$9,000	Granted over \$360,000 to 62 businesses in the first year	Annual Revenue Cap (\$750,000, previously \$500,000)
Sound Transit, Seattle, WA	2002 - 2008	\$25,000 - 30,000 depending on year	\$11,000,000 total over the entire program	
City of Houston, TX	2022	\$65,000	\$20,000,000	Grants are over a three-year period and apply towards the purchase of property, equipment and other tangible assets

According to the Natural Resources Defense Council, transit improvement projects have the potential to accelerate gentrification, leading to displacement of residents and loss of cultural identity in the affected neighborhoods. This often occurs due to an increase in property values and rents, which can make it difficult for small businesses and low-income residents to stay in their neighborhoods. While its primary function is to be a construction mitigation program, BIF has had a direct impact on the preservation of regional cultural identity within the communities that high-capacity transit expands into. BIF’s Measures of Effectiveness state that 88% of businesses have not closed nor moved one-year post-grant award (Attachment C).

Additional key takeaways focus on areas where Metro can further increase BIF support for impacted small “mom and pop” businesses. Metro has an opportunity to support businesses by increasing the maximum grant award from \$50,000 to \$60,000. Increasing the maximum grant award would allow for a greater number of grant awards to fully cover lost revenues. Another area where Metro can further increase BIF support and engage a larger number of potentially eligible small businesses is through the creation of a new grant award, presumptive eligibility. The presumptive eligibility grant application and award would be implemented via an application that allows small “mom and pop” businesses to self-certify their financial documentation and revenue loss as a result of Metro construction disruption. Additional information about each of these takeaways is provided in section B.

**B. BIF Program Modifications**

Through the BIF program analysis and subsequent stakeholder input, staff recommends the following amendments to the BIF administrative guidelines to allow for increased support for impacted small “mom and pop” businesses. The proposed modifications below would be implemented prospectively program wide (Attachment D).

**Increase Maximum Grant Award**

Metro staff proposes increasing the maximum annual BIF grant threshold from \$50,000 to \$60,000.

Historically, approximately 25% of grants awarded had revenue losses that exceeded the current annual maximum of \$50,000. Furthermore, approximately half of the aforementioned grants awarded

had revenue losses that would have been fully covered by a grant with an annual maximum of \$60,000.

As stated in Motion 57 (Attachment B), the Board allocated \$10 million of Metro funds on an annual basis to be used for the BIF's implementation on the current Board approved transit rail projects. With the current budgetary allocations and financial forecasting of the BIF's implementation along the current projects and ESFV LRT, staff believes that increasing the annual maximum of the BIF grant threshold from \$50,000 to \$60,000 will be viable and not require any changes to the current fund allocation.

### Presumptive Eligibility Grant Application and Award

The BIF eligibility criteria states that a business must be able to produce relevant financial documentation related to the period of Metro construction activity that occurred in front of their business (or on the block in which the business is situated). Financial documentation includes the current year's tax returns and any other records that demonstrate business revenue, including, for example, business bank statements, profit and loss statements, sales reports, etc. These documents are used in the financial analysis performed to determine the BIF grant award.

Throughout the BIF's implementation, there have been a number of small "mom and pop" businesses that have faced difficulty in collecting and producing the necessary financial documentation needed to apply to the BIF.

To mitigate this burden, Metro has implemented a best practice of providing hands-on support for businesses applying to the BIF, which will remain in practice. The BIF Fund Administrator, Pacific Coast Regional (PCR), provides free hands-on assistance to these businesses, including meeting small "mom and pop" business owners at their business location to collect documents in-person, being available via text message, and more. Metro's first-ever Business Solution Center along the Crenshaw/LAX Transit Project (CLAX BSC) provided additional hands-on assistance as well as direct referrals to tax preparers and bookkeepers and convened trainings focused on financial record management, including how to use QuickBooks. The expansion of the BSC to all up-coming light rail and bus rapid transit projects, including the East San Fernando Valley Project, authorized by the Metro Board of Directors in October 2019, will include this hands-on assistance and technical support for small businesses applying to the BIF.

While hands-on support is provided, staff recognize that the process of collecting and producing financial documentation remains a burden and potential barrier for some small "mom and pop" business owners. Anecdotally from PCR staff and the CLAX BSC team, even with hands-on support, many small business owners have often taken several months - and in rare instances years - to collect and provide the required financial documentation. Until all documents are provided, no grant funds can be issued, leaving the small business to shoulder the burden of their lost revenue. To mitigate this challenge, staff proposes implementing a new "Presumptive Eligibility" grant application and award for grants not to exceed \$1,500, as detailed below.



The presumptive eligibility grant application and award would be implemented via an application that allows small “mom and pop” businesses to self-certify their financial documentation and revenue loss as a result of Metro construction disruption. By allowing small businesses to self-certify their financial loss, Metro would reasonably presume that any business adjacent to Metro’s transit rail construction experiences revenue loss as a direct result of construction activity.

The BIF Fund Administrator PCR reports that 23 businesses (18% of total ineligible businesses) have been deemed ineligible for the BIF due to insufficient financial documentation. Additionally, PCR has made a qualitative observation that businesses that do not have sufficient resources to gather necessary documentation or are reluctant to provide their tax returns or other financial records typically do not even initiate the application process and thus are not counted in program data. Metro staff concur with PCR’s qualitative observation, as staff has also addressed concerns and inquiries from small business owners related to program eligibility.

Staff is proposing that the BIF Administrative Guidelines be amended to include Presumptive Eligibility allowing small businesses to apply for a BIF grant by self-certifying their revenue loss due to Metro construction disruption and thereby not providing any financial documentation. Businesses who apply using Presumptive Eligibility would need to meet all BIF Program Eligibility requirements, including but not limited to:

- having 25 or fewer full-time employees
- being located within the eligible geographic area, which means immediately adjacent to a transit rail corridor
- being in operation for two continuous years

Presumptive Eligibility grants would have an annual maximum award of up to \$1,500 (2.5% of the proposed annual maximum BIF grant award of \$60,000). This amount has been deemed reasonable and fiscally prudent and approximately replicates The City of Santa Ana’s Business Interruption Fund grant amount for Independent Contractors. To date, about 2.6% of Metro’s BIF grants have been awarded for a total of up to or less than \$1,500. Lastly, a business that receives a Presumptive Eligibility grant award will not be dissuaded from applying for revenue losses sustained as a result of subsequent months of construction activity. In this case, a business will be able to apply for a full BIF grant provided that they produce all necessary financial documentation. Businesses would be eligible for the annual maximum grant award less than the Presumptive Eligibility amount received.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro’s customers or employees.

### **FINANCIAL IMPACT**

Board approval of this recommendation does not impact the FY23 budget. The expansion of the Pilot BIF program to ESFV alignment will coincide with the commencement of major construction activity, which is projected in FY25. Funding for BIF in future fiscal years will be addressed through the annual budget development process by the BIF Program manager.

### Impact to Budget

Each year, Metro has identified funds from Measure R and/or other eligible funding sources to support the implementation of the Pilot BIF program for all applicable transit rail construction projects. Due to the anticipated conclusion of construction of the Crenshaw/LAX Transit Project and the Little Tokyo Area of the Regional Connector, staff is able to work within the current level of annual funding to support the BIF program as it expands to ESFV project.

### EQUITY PLATFORM

The BIF will provide financial assistance to the small “mom and pop” businesses impacted by the construction of the ESFV project. Through the collection and analysis of small business data provided by Dun & Bradstreet, staff has noted that 86% of small businesses that are within a ¼ mile buffer of the ESFV Project fall within an Equity Focus Community.

With the implementation of the BIF along the ESFV Project, staff will continue the necessary outreach for small businesses located along the project alignment. Through outreach activities, staff will continue business referrals to collaborative resources such as Metro’s Business Solution Center, Metro’s Eat, Shop, Play program and Metro’s Construction Relations department. Outreach will be inclusive of small “mom and pop” businesses with diverse backgrounds, as exemplified in the BIF marketing materials provided in multiple languages. Lastly, recognizing the direct impact small businesses have on their communities, staff has tracked the number of jobs retained by grantees. To date, over 1,300 jobs have been retained by small businesses that have received financial assistance from the BIF.

Upon Board approval of the Presumptive Eligibility opportunity for potentially eligible small businesses, staff will update the BIF Administrative Guidelines to reflect the changes in the application process. The process will include a requirement that any small business that applies for the BIF would have access to language translations or disability accommodation needs and will include multilingual and ADA accessible trainings and/or resources to ensure that small businesses have equal opportunity to fully understand the self-certification process.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item aligns to Metro strategic goal 3 - enhance communities and lives through mobility and access to opportunity.

### ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the expansion of the BIF program on the ESFV project. This is not recommended as there are double the number of small businesses along this corridor than the combined previous BIF projects, and given the anticipated duration of construction, there would be an increase in commercial displacement without the BIF.

Staff also considered reducing the two-years in business eligibility requirement to one-year in business, however, this is not recommended as major construction activity for ESFV is not

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anticipated for another two years. Further, according to the Small Business Office of Advocacy, about two-thirds of businesses survive after two years, demonstrating that there is volatility in the first two years of a business. Lastly, requiring businesses to be open and operating for two continuous years also ensures that there will be sufficient records to perform the financial analysis required to receive a grant using the existing process.

Staff also considered expanding the geographic eligibility for the grant program. This is not recommended because there is not sufficient data to support the need to expand geographic eligibility. Program data demonstrates that 32% of ineligible applications (41 total) were deemed ineligible due to the business location not being within the geographic eligibility area.

### **NEXT STEPS**

Upon Board approval, staff will begin incorporating the BIF program modifications into the BIF Administrative Guidelines. All amendments to the guidelines will become effective no later than the start of FY2025, which ensures that all modifications are in place prior to the start of heavy construction of the ESFV Project anticipated to begin in 2025. All program modifications will be applied program wide - to all Board approved transit rail projects authorized for the Business Interruption Fund.

### **ATTACHMENTS**

Attachment A - Motion 32 - BIF Analysis & Potential Expansion

Attachment B - Motion 57 - BIF Authorization

Attachment C - BIF Metrics and Measures of Effectiveness

Attachment D - Proposed BIF Program Modifications

Prepared by: Sidney Urmancheev, DEOD Representative, (213) 922-5574

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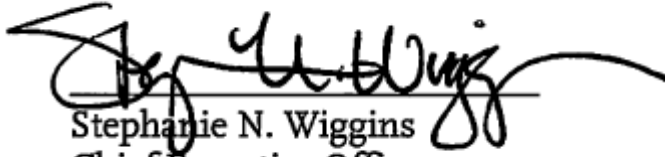
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Stephanie N. Wiggins  
Chief Executive Officer

**Board Report**

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**File #:** 2023-0131, **File Type:** Motion / Motion Response**Agenda Number:** 32.

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**REVISED**  
**REGULAR BOARD MEETING**  
**FEBRUARY 23, 2023****Motion by:****DIRECTORS KREKORIAN, NAJARIAN, HORVATH, BARGER, BASS, AND DUPONT-WALKER****East San Fernando Valley Light Rail Transit Line Pilot Business Interruption Fund**

The East San Fernando Valley - Light Rail Transit Project is a transformative project that will bring the Valley its first light rail line since the discontinuance of the Pacific-Electric Red Cars in 1952. The first phase will feature 11 stops on a 6.7-mile route between the G Line busway and Pacoima. It will connect Valley residents and businesses to more transportation options and relieve the need to travel within the communities along the corridor with a vehicle. Just as important, it will stimulate tremendous economic growth and opportunity for the business community along and near the route.

With early utility work already underway, Metro staff has begun conducting outreach and communicating with the various stakeholders along the corridor. And as the Metro Board is voting to approve and award the Pre-Construction contract, and beginning to build the transit network Measure M promised for the future, we need to also consider and help the businesses and stakeholders along the project corridor today.

One recent tool Metro has used is the Pilot Business Interruption Fund (BIF) program, which has been successful at addressing direct construction impacts to small "mom and pop" businesses along some of our rail corridors. This program is also a demonstration of Metro's commitment to being a trusted community builder, partner and stakeholder.

**SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PILOT BUSINESS INTERRUPTION FUND MOTION****RECOMMENDATION**

APPROVE Motion by Directors Krekorian, Najarian, Horvath, Barger, Bass, and Dupont-Walker that the Board direct Metro to complete a comprehensive assessment of the Pilot Business Interruption Fund program and report back in March with recommendations on how the Pilot BIF could be applied to address local business impacts created by the construction of the East San Fernando Valley Light Rail Transit Line Project.

**Amendment to Item 57**

**Motion by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti**

**Business Interruption Fund**

September 18, 2014

**WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:**

1. Establish a pilot program for a special **Business Interruption Fund** for mom and pop businesses located along the Crenshaw Line, within the Little Tokyo area along the Regional Connector, **and Phase I of the Purple Line Extension** immediately.
  
2. Define mom and pop businesses as those **meeting the following criteria:**
  - a. Having 25 employees or fewer;
  - b. **A minimal operational history of two years;**
  - c. **Being in good standing with local, state and federal tax requirements; and**
  - d. **Able to produce financial records (i.e. gross receipts, business license information, pay roll taxes and other pertinent financial information) demonstrating the loss of business revenue directly related to the period of construction disruption.**
  
3. Conduct a baseline survey of all businesses within the project areas.

4. **Identify and designate \$10,000,000 of Metro funds annually to be used for the implementation of the Business Interruption Fund. Funds shall be distributed through the project's administration and/or respective Business Solution Center.**
5. **Each business should be eligible for a maximum of \$50,000 annually, not to exceed 60 percent of their annual business revenue loss.**
6. Participation in the program would release MTA and the general contractor from further liability claims for business loss unrelated to specific incidents of damage and would be voluntary.
7. **Direct the Chief Executive Officer to work with Los Angeles County and local cities to seek all appropriate legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities and work with the Los Angeles County Assessor's Office to immediately initiate outreach activities to businesses impacted by transit-related construction activities in order to inform them of the Assessor's Office Proposition 8/Decline-in-Value Review process.**
8. Report back to Construction Committee monthly, **beginning in October**, with an implementation plan **and report back to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification.**

## ATTACHMENT C – BIF METRICS AND MEASURES OF EFFECTIVENESS

Table 1.

BIF Grant Activities by Project Area – Reporting as of 3/31/23					
	Crenshaw/LAX Transit Project	Purple Line Extension, Section 1	Purple Line Extension, Section 2	Little Tokyo Area, Regional Connector	2nd/Broadway Segment, Regional Connector*
BIF Applications Submitted	1087	443	179	126	44
BIF Grant Awards	910	284	149	110	36
BIF Applications Pending Completion	86	132	28	4	0
BIF Applications Deemed Ineligible	81	24	1	12	8
BIF Applications Denied	2	0	0	0	0
BIF Grant Amounts Awarded	\$22,222,395.21	\$7,340,554.80	\$4,072,960.49	\$2,364,607.65	\$950,164.03
Business Count	239	96	53	33	23
Businesses Received Multiple Grants	179	66	47	29	10
Average BIF Grant Award	\$24,420.21	\$25,847.02	\$27,335.31	\$21,496.43	\$26,393.45
*Segment eligibility based on full street closure with duration greater than six continuous months. Eligibility ended 6/30/17.					



## ATTACHMENT C – BIF METRICS AND MEASURES OF EFFECTIVENESS

Table 2.

<b>BIF Measures of Effectiveness – Reporting as of CY 2022 Q4</b>	<b>Goal</b>	<b>Actual</b>
Number of businesses referred to support services post grant award	75%	100%
Number of completed applications processed within 9 business days	100%	97%
Client satisfaction rating (via survey): <= 30 days after grant award	100%	99%
Number of businesses remaining in business post grant award/support for: 6 months (409 remain open out of 433)	100%	94%
Number of businesses remaining in business post grant award/support for: 12 months (379 remain open out of 432)	100%	88%
Number of businesses remaining in business post grant award/support for: 24 months (320 remain open out of 418)	100%	77%

## BIF Program Modifications Proposal

Metro Staff recommend the following amendments to the Business Interruption Fund (BIF) administrative guidelines to allow for increased support for impacted small “mom and pop” businesses impacted by the construction of Metro’s Transit Rail Projects.

The program modifications include increasing the maximum annual BIF Grant Award threshold from \$50,000 to \$60,000. Staff also propose the addition of a Presumptive Eligibility Award for an annual amount of \$1,500, which would allow small businesses that are experiencing direct impacts as a result of construction an option to self-certify their revenue losses.

The proposed modifications below would be implemented prospectively program wide.

### 1. Increase Maximum BIF Grant Award from \$50,000 to \$60,000

Approximately 25% of grants awarded had revenue losses that exceeded the current annual maximum of \$50,000. Furthermore, approximately half of the aforementioned grants awarded had revenue losses that would have been fully covered by a grant with an annual maximum of \$60,000.

As stated in Motion 57, Metro’s Board of Directors allocated \$10 million of Metro funds on an annual basis to be used for the BIF’s implementation on the current Board approved transit rail projects. With the current budgetary allocations and financial forecasting of the BIF’s implementation along the current projects and ESFV LRT, staff believe that increasing the annual maximum of the BIF grant threshold from \$50,000 to \$60,000 will be viable and not require any changes to the current fund allocation.

The current BIF Administrative Guidelines also state that “each business should be eligible for a maximum of \$50,000 annually, not to exceed 60 percent of their annual business revenue loss.” In the eight years of BIF program implementation, BIF Fund Administrator staff indicate that the financial analysis ensures that no business has received a grant in excess of 60% of their business revenue further stating that no business has received a grant in excess of their revenues nor has any business received a grant that completely replaced their revenues. Businesses only receive a grant award reflecting their revenue loss or up to \$50,000.

The proposed BIF modification would increase the maximum grant award from \$50,000 to \$60,000 allowing businesses to receive a grant reflecting their revenue loss or up to \$60,000,

### 2. Presumptive Eligibility Grant Application and Award for \$1,500 Annually.

The BIF eligibility criteria states that a business must be able to produce relevant financial documentation related to the period of Metro construction activity that occurred in front of their business (or on the block in which the business is situated). Financial

## BIF Program Modifications Proposal

documentation includes the current year's tax returns and any other records that demonstrate business revenue including, for example, business bank statements, profit and loss statements, sales reports, etc. These documents are used in the financial analysis performed to determine the BIF grant award.

Throughout the BIF's implementation, there have been a number of small "mom and pop" businesses who have faced difficulty in collecting and producing the necessary financial documentation needed to apply to the BIF. While hands-on support is provided, staff recognize that the process of collecting and producing financial documentation remains a burden and potential barrier for some small "mom and pop" business owners. Anecdotally from PCR staff and the C/LAX BSC team, even with hands-on support, many small business owners have often taken several months - and in rare instances years - to collect and provide the required financial documentation.

Staff propose implementing a new "Presumptive Eligibility" grant application and award with less restrictive eligibility requirements for grants not to exceed \$1,500, as detailed below.

The presumptive eligibility grant application and award would be implemented via an application that allows small "mom and pop" businesses to self-certify their financial documentation and revenue loss as a result of Metro construction disruption. By allowing small businesses to self-certify their financial loss, Metro would reasonably presume that any business adjacent to Metro's transit rail construction experiences revenue loss as a direct result of construction activity.

The BIF Fund Administrator PCR reports that 23 businesses (18% of total ineligible businesses) have been deemed ineligible for the BIF due to insufficient financial documentation. Additionally, PCR has made a qualitative observation that businesses who do not have sufficient resources to gather necessary documentation or are reluctant to provide their tax returns or other financial records, typically do not even initiate the application process and thus are not counted in program data. Metro staff concur with PCR's qualitative observation, as staff have also addressed concerns and inquiries from small business owners related to program eligibility.

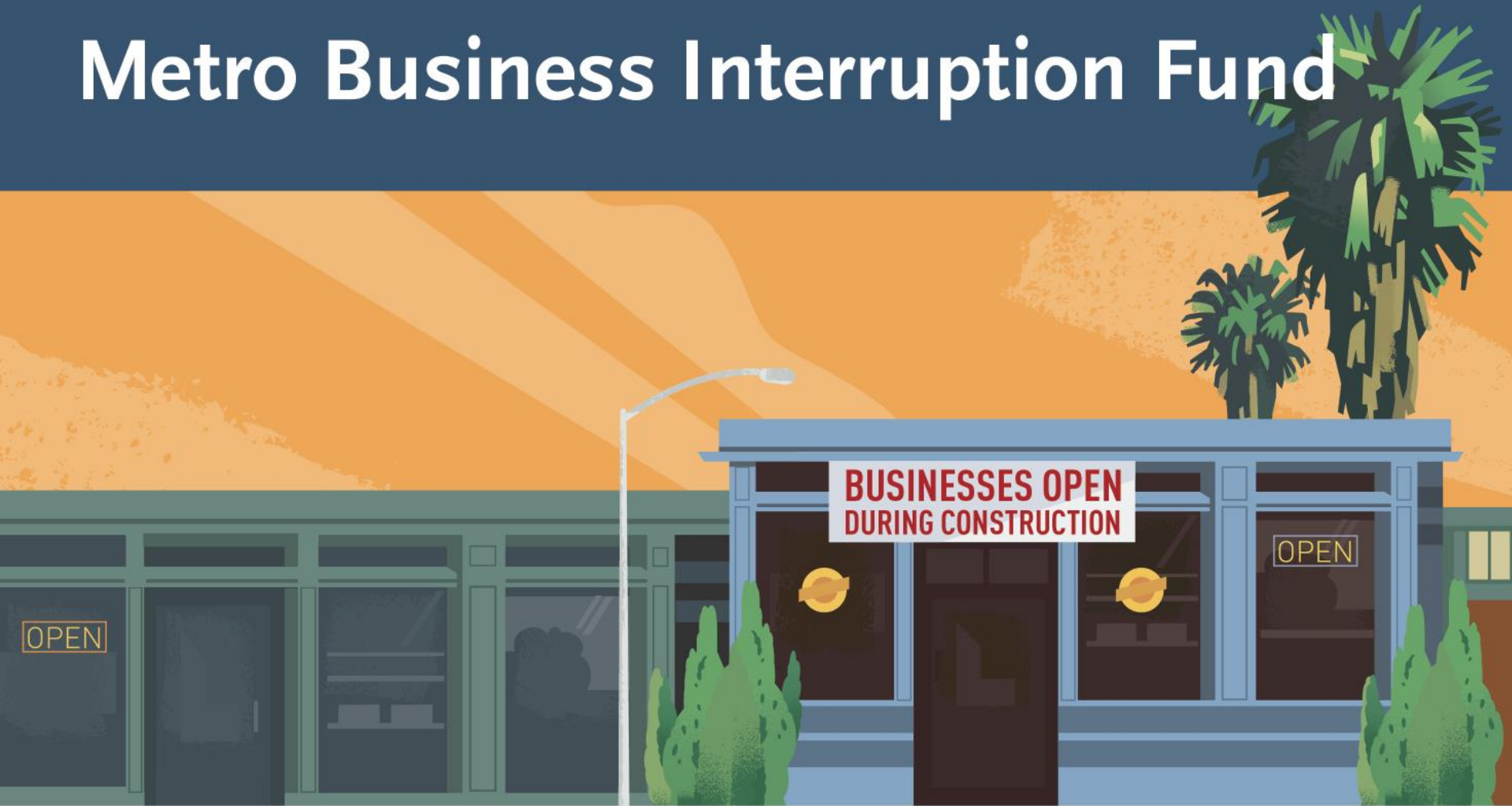
Staff are proposing that the BIF Administrative Guidelines be amended to include Presumptive Eligibility allowing small businesses to apply for a BIF grant by self-certifying their revenue loss due to Metro construction disruption and thereby not provide any financial documentation. Small businesses who apply using Presumptive Eligibility would need to meet all BIF Program Eligibility requirements including but not limited to:

- having 25 or fewer full-time employees
- being located within the eligible geographic area, which means immediately adjacent to a transit rail corridor or project construction storage yard
- being in operation for two continuous years

## **BIF Program Modifications Proposal**

Presumptive Eligibility grants would have an annual maximum award of up to \$1,500 (2.5% of the proposed annual maximum BIF grant award of \$60,000). This amount has been deemed reasonable and fiscally prudent, and approximately replicates the City of Santa Ana's Business Interruption Fund grant amount for Independent Contractors. To date, about 2.6% of Metro BIF grants have been awarded for a total up to or less than \$1,500. Lastly, a business that receives a Presumptive Eligibility grant award will not be dissuaded from applying for revenue losses sustained as a result of subsequent months of construction activity. In this case, a business will be able to apply for a full BIF grant provided that they produce all necessary financial documentation. Businesses would be eligible for the annual maximum grant award less the Presumptive Eligibility amount received.

# Metro Business Interruption Fund



# Motion 32

- Motion 32, approved February 23, 2023, authorized staff to complete an assessment of the Pilot BIF and report back with recommendations on how the Pilot BIF could be applied to address local business impacts created by the construction of the East San Fernando Valley Light Rail Transit Line Project.

# Program Success Factors

The BIF has been successful due to various factors:

- It has been applied to Metro's transit rail projects with a construction budget over one billion dollars;
- It has been applied to Metro rail transit projects that are multi-year (4 plus years) with significant construction activities, and or unprecedented full street closures with a duration greater than six continuous months;
- It provides grants to small businesses that have been directly impacted by Metro's construction projects as authorized by Metro's Board who recognized the significant impact construction may have on the small "mom and pop" businesses located on corridors.
- It has been delivered through defined program eligibility requirements and guidelines, ensuring equitable access to financial resources for businesses in each of the transit rail project corridors; and
- It has been delivered via direct community outreach and in-person engagement by a third-party administrator which has proven to be the most effective way to build community trust and engagement ensuring that the program meet the needs of the businesses impacted by construction.



# Potential Expansion to ESFV LRT

- Staff assessed the BIF's applicability solely for the southern segment of the ESFV LRT Project\*.
  - The southern segment will be 6.7 miles long and include 11 at-grade stations along with the maintenance facility.

\*Staff will re-evaluate the project alignment in conjunction with Program Management's conclusion of the analysis for the northern segment of the ESFV Project.



# Potential Expansion to ESFV LRT

- Approximately 2,600 small businesses are located within a ¼ mile of ESFV LRT Project alignment

Project Zip Codes	Small business location Buffer	Small Business* Count	Average Number of Employees	Average Sales Volume
91331, 91402, 91405, 91411, 91401	¼ Mile	2,611	5	\$312,024

Data Source: Dun & Bradstreet

\*Small Businesses are defined as having 25 or fewer full-time employees

# BIF Program Modifications

- Metro staff propose increasing the maximum annual BIF grant threshold from \$50,000 to \$60,000.
  - Historically, approximately 25% of grants awarded had revenue losses that exceeded the current annual maximum of \$50,000.
  - Staff believe that increasing the annual maximum of the BIF grant threshold from \$50,000 to \$60,000 will be viable and not require any budgetary changes.



# BIF Program Modifications

- Metro staff propose implementing a new “Presumptive Eligibility” grant application and award for an annual maximum of up \$1,500.
  - Businesses would be able to self-certify their revenue losses and not provide financial documentation upfront (subject to audit per BIF guidelines).
  - The self-certification process would reduce the burden of gathering and providing financial documentation.
  - 18% of ineligible businesses (23 firms) have been deemed ineligible for the BIF due to insufficient financial documentation.
  - Firms that apply and are awarded a grant under this process continue to be eligible for the full grant amount (up to \$60K) should they apply for and provide required evidence of loss and financial documentation required by the BIF guidelines.



Thank you



## Board Report

File #: 2023-0100, File Type: Budget

Agenda Number: 29.

### CONSTRUCTION COMMITTEE APRIL 20, 2023

**SUBJECT: METRO CENTER PROJECT**

**ACTION: APPROVE LIFE-OF-PROJECT BUDGET INCREASE**

#### **RECOMMENDATION**

AMEND the Life of Project (LOP) budget by \$13,000,000 for the Metro Center Project from \$130,688,310 to \$143,688,310.

#### **ISSUE**

The Metro Center Project (MCP) Life of Project (LOP) budget requires an increase of \$13,000,000 for additional costs related to design and construction support services and Metro labor costs, unforeseen site conditions, and other professional service contracts to provide management and oversight of the Project through project completion.

#### **BACKGROUND**

The Metro Center Project (MCP) comprises the co-location of the Emergency Operations Center (EOC) and a new Security Operations Center (SOC) to enhance Metro's security, disaster, and counter-terrorism response capabilities. Metro's current Emergency Operations Center is operating at capacity and needs to be expanded to accommodate Metro's new rail lines. Metro does not currently have a SOC. Presently, law enforcement coordination goes through the Rail Operation Center (ROC) and Bus Operation Center (BOC), with the Metro Transit Security operations center serving as a dispatch center for responses. As Metro continues to expand its service, the existing system could have a delayed response in coordinating with law enforcement agencies to address threats or hazards on the system.

The new SOC is needed to provide 24/7 security surveillance and situational awareness of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The new EOC will enhance coordination and communication with regional partners to prevent, minimize, or respond to, and recover from any major incident, serious hazard, or terrorist attack.

In October 2020, the Metro Board awarded a design/build contract to S.J. Amoroso (SJA)

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Construction Co. LLC in the amount of \$81,487,000, which included an option to design and construct the 1st floor to accommodate a future 2nd floor expansion. The Board also approved a LOP budget in the amount of \$130,688,310, inclusive of the design/build contract, public art, design support, and construction support services, third party and street vacation costs, Metro staff costs, and a 13% project contingency. Due to uncertainty of the financial impacts caused by unforeseen conditions, the Board-approved LOP Budget included a minimum contingency of 13% in lieu of a 30% contingency for a typical design-build contract.

## **DISCUSSION**

The LOP budget approved in October 2020 was based on forecasted substantial completion by December 2022 and overall EOC and SOC move-in date by December 2023. In November 2020, Metro exercised the contract option at the price of \$2.1 million drawn from the Project contingency to design and construct the first floor to accommodate the potential future second floor and issued Notice to Proceed (NTP) to the Design/Build contractor.

The Metro Center Project is located on the former Aliso Street manufactured gas plant, dating to the late 1800s, that was later redeveloped for industrial and commercial activities in the 1970s. Many of the deep foundations and utility lines were not anticipated to be encountered to the extent found on the site. Additionally, the extensive amount of rain, residual impacts from labor and supply chain challenges, and Design-Build contractor design delays have extended the construction schedule by more than 11 months.

The recommended revised LOP budget includes cost impacts associated with many of the underground abandoned concrete foundations and infrastructure from the gas plant industrial facilities that have been encountered to date and future impacts. Some of the foundations and pipes extended to depths 20-feet below the surface that required extensive investigations, hazardous substance removal, and redesign to avoid costly remediation or excavations. The result of these impacts has extended the Project schedule that, which includes costs for the professional services contract for construction and project oversight through the extended construction duration. Also included in the contingency is support for the integrated artwork in the building façade.

Attachment A provides the cost allocation of the \$13.0 million in LOP Budget Increase. Attachment B includes the funding and expenditure plan.

## **DETERMINATION OF SAFETY IMPACT**

The Project will be designed and constructed consistent with Metro's design and construction safety standards. The Metro Center Project (MCP) once completed will enhance Metro's security, disaster, and counter-terrorism response capabilities by the following:

- Creating a central location to gather and process all threats/all hazards information and disseminate critical information to Metro staff, ROC, BOC, and security/law enforcement response teams.
- Creating a central location to coordinate with (88) partner cities, federal government, local/state/federal/private emergency service, and private sector stakeholders.

- Establishing a direct line of communication with contract and non-contract law enforcement dispatch centers.
- Reducing response and incident management timeframes for greater effectiveness and early transition back to normal operations.
- Allows for the collocated coordination of regional events/emergencies (National SEAR level events, 7.0 earthquakes, wildfires, floods, etc.).
- Establishes a central hub for Metro employees to contact in the event of a security incident or emergency.

## **FINANCIAL IMPACT**

If the Board approves the action, the LOP budget will be increased by \$13.0 million from \$130.7 million to \$143.7 million. The projected expenditure in FY 2023 is \$26.7 million, which can be accommodated in the FY 2023 budget. Funds required through FY 2024 is addressed through FY24 annual budget development.

Since this is a multi-year project, the Project Manager, Cost Center manager from SSLE, and Chief Safety Officer will be responsible for budgeting the costs in future fiscal years.

### Impact to Budget

The source of funds for the LOP increase by \$13.0 million to Project Number 212121 - Metro Center Project is Proposition C 40%, which is eligible for Metro bus and rail operations. Other operating-eligible and available funding sources may be considered. The funding plan for the proposed LOP budget is included as Attachment B.

## **EQUITY PLATFORM**

The Metro Center Project is an essential facility that will support the entire Metro Bus and Rail systems serving communities in 88 cities across Los Angeles County. Since project inception, Metro has engaged the surrounding communities and incorporated their input where feasible into the project, e.g., Metro Art programs during construction, including temporary construction banners reflecting the local community and architecturally integrated public artwork on the building façade, both selected by a community-based panel. Metro has closely coordinated with the adjacent communities to avoid, reduce and mitigate impacts resulting from construction activities. Metro Construction Relations, Art and Project teams has provided in-person updates to the Los Angeles River Artists and Business Association Land Use Committee since 2020, as well as updates to the public through bi-monthly virtual meetings.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The Project will enhance Metro's ability to plan and respond to special events. The Project also supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close

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coordination with the community and third-party stakeholders as well as internal stakeholders within Metro to streamline Metro's systems and processes for efficient operations.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with amending the LOP budget. This is not recommended as the construction of the MCP cannot be completed within the current LOP budget. In addition, a new EOC and SOC are needed to enhance Metro's security, disaster, and counter-terrorism response capabilities. Metro has already expended more than \$97 million for land acquisition, demolition work, final design, and construction work since 2011.

### **NEXT STEPS**

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation and staff will be able to complete the construction of the MCP.

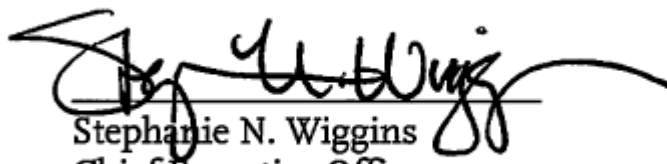
### **ATTACHMENTS**

Attachment A - Projected Breakdown of Cost Allocation Funding/Expenditure Plan

Attachment B - Funding and Expenditure Plan

Prepared by: Vincent Chio, Sr. Director, Project Management, (213) 418-3178  
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Gina Osborn, Chief Safety Officer, (213) 922-3055



Stephanie N. Wiggins  
Chief Executive Officer



**ATTACHMENT A**

Metro Center Project

Projected Breakdown of Cost Allocation

<b>Amount</b>	<b>Description</b>
\$2,100,000	<u>Construction</u> Design-Build Contract No. C52151C1169-2
\$50,000	<u>Public Art</u> Metro artist's support for the enhanced artwork integrated with the building façade
\$1,400,000	<u>Professional Services</u> <ul style="list-style-type: none"><li>- Construction Management Support Services: Oversight of specific areas of construction disciplines such as field inspectors, resident engineers, quality management and other construction support.</li><li>- Project Management Support Services: Project controls, estimating and scheduling, document control.</li></ul>
\$1,300,000	<u>Third Parties/Metro Agency Costs</u> <ul style="list-style-type: none"><li>- Metro staff: Project oversight</li><li>- City of Los Angeles: Design reviews and approvals</li></ul>
\$8,150,000	<u>Unallocated Project Contingency</u> Amount not yet allocated to a specific line item but is required for anticipated unknown cost increases.
<b>\$13,000,000</b>	<b>Total LOP Increase</b>

**ATTACHMENT B - METRO CENTER PROJECT LOP FUNDING AND EXPENDITURE PLAN**

Item No.	Description	\$130.7 M LOP Budget (Oct 2020)	Expenditure			\$143.7 M Revised LOP Budget (Apr 2023)
			Actuals thru Jan 2023	Forecast thru End of FY23	Forecast FY24	
1	<b>EXPENDITURE PRIOR TO OCT 2020 LOP BUDGET</b>					
2	Land Acquisition & Street Vacation	\$ 7.4	\$ 7.6			\$ 7.6
3	Preliminary Engineering Design & Engineering Support Services	\$ 7.5	\$ 8.4			\$ 8.4
4	Early demolition and environmental abatement	\$ 7.0	\$ 7.0			\$ 7.0
5	Third Party & Agency Costs	\$ 4.3	\$ 3.3			\$ 3.3
6	<b>Subtotal</b>	<b>\$ 26.2</b>	<b>\$ 26.3</b>			<b>\$ 26.3</b>
7	<b>DESIGN BUILD PROJECT COSTS</b>					
8	Contractor's Design Build Cost	\$ 81.5	\$ 56.4	\$ 15.2	\$ 14.4	\$ 86.0
9	Public Art	\$ 0.3		\$ 0.3	\$ 0.1	\$ 0.4
10	Design Support & Construction Support Consulting Services	\$ 7.6	\$ 10.1	\$ 0.5	\$ 3.8	\$ 14.4
11	Third Party/Street Vacation & Agency Staff Costs	\$ 2.7	\$ 4.7	\$ 1.0	\$ 2.5	\$ 8.2
12	Contingency	\$ 12.0			\$ 8.2	\$ 8.2
13	Design Build Proposal Stipend	\$ 0.2	\$ 0.2			\$ 0.2
14	Prop 1B CTSG fees	\$ 0.2				\$ -
15	<b>Subtotal</b>	<b>\$ 104.5</b>	<b>\$ 71.4</b>	<b>\$ 17.0</b>	<b>\$ 29.0</b>	<b>\$ 117.4</b>
16	<b>TOTAL PROJECT COSTS</b>	<b>\$ 130.7</b>	<b>\$ 97.7</b>	<b>\$ 17.0</b>	<b>\$ 29.0</b>	<b>\$ 143.7</b>
17						
18	<b>GRANT FUNDING</b>					
19	Prop 1B: California Transit Security Grant Program Funds	\$ 113.5	\$ 81.2			\$ 81.2
20	Federal Emergency Management Agency (FEMA) Transit Security Grant Program	\$ 7.3			\$ 7.3	\$ 7.3
21	<b>Subtotal</b>	<b>\$ 120.8</b>	<b>\$ 81.2</b>		<b>\$ 7.3</b>	<b>\$ 88.5</b>
22	<b>LOCAL FUNDS (TDA ART 4, PROP C 5% &amp; PROP C 40%)</b>	<b>\$ 9.9</b>	<b>\$ 16.5</b>	<b>\$ 17.0</b>	<b>\$ 21.7</b>	<b>\$ 55.2</b>
23	<b>Subtotal</b>	<b>\$ 9.9</b>	<b>\$ 16.5</b>	<b>\$ 17.0</b>	<b>\$ 21.7</b>	<b>\$ 55.2</b>
24	<b>TOTAL FUNDING</b>	<b>\$ 130.7</b>	<b>\$ 97.7</b>	<b>\$ 17.0</b>	<b>\$ 29.0</b>	<b>\$ 143.7</b>



## Board Report

File #: 2022-0864, File Type: Contract

Agenda Number: 31.

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 20, 2023

**SUBJECT: SPARK PLUG KITS**

**ACTION: AWARD CONTRACT FOR SPARK PLUG KITS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA95488000 to Cummins, Inc., the lowest responsive and responsible bidder for Spark Plug Kits. The Contract one-year base amount is \$1,256,414 inclusive of sales tax, and the one-year option amount is \$1,294,487, inclusive of sales tax, for a total contract amount of \$2,550,901, subject to resolution of protest(s), if any.

#### **ISSUE**

This procurement is for Spark Plug Kits used by the bus maintenance department for repair of the Cummins Compressed Natural Gas (CNG) engines in Metro buses. The spark plugs are an essential component for the combustion cycle within the engine, which produces the energy required to propel the bus down the street. The spark plugs are required for the engine to operate and perform effectively. The bus operating divisions and Central Maintenance Shops use the spark plugs kits to perform repairs and preventative maintenance to the engines. It is imperative to always have an inventory of spark plug kits on hand to service the bus fleet.

Award of this contract will ensure the operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards and is necessary to ensure service continuity and avoid any interruption to Metro operations.

#### **BACKGROUND**

Spark plug kits are a main component for the operation of the CNG engines used in Metro buses. The spark plugs ignite an air/fuel mixture in the engine to complete the combustion process used to create energy. The energy is then transferred to the drive system and provides the propulsion for the bus to travel down the road. Spark plugs can fail due to the advanced mileage and heavy-duty service provided by the Metro bus fleet. A failed spark plug will result in the bus being taken out of service due to poor performance or visible exhaust emissions. The proper functioning of the spark plugs ensures that the CNG engine remains operational, which is essential to ensuring the performance, reliability, and safety of the Metro bus fleet.

## **DISCUSSION**

The spark plug is a main component of CNG engines, and replacement spark plug kits are required to ensure a properly functioning engine. The availability of the spark plug kit in inventory is crucial to ensure the reliability of the bus fleet to provide a high level of service to Metro's customers. The availability of the spark plug kits in inventory reduces bus down time and keeps buses in revenue service.

The contract to be awarded is a "requirements type" agreement in which Metro commits to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment to order any specific quantity of the spark plug kits that may currently be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The Independent Cost Estimate (ICE) created for this procurement was based on the historical unit price of spark plug kits. The bid amount of \$2,550,901 was significantly higher than the ICE due to increased material costs, raw material shortages, high gas prices, and increased freight charges.

The spark plug kits will be purchased and maintained in inventory and managed by Material Management. As spark plug kits are issued, the appropriate budget project numbers and accounts will be charged.

## **DETERMINATION OF SAFETY IMPACT**

Award of this contract will ensure that all operating divisions have adequate inventory to maintain the bus fleet according to Metro Maintenance standards. This action will prevent deferred maintenance and ensure bus availability for revenue service.

## **FINANCIAL IMPACT**

The funding of \$1,256,414 for this product is included in the FY23 budget in various bus operating cost centers, under project 306002 - Operations Maintenance, under line item 50441 - M/S Parts - Revenue Vehicle.

Since this is a one-year contract with a one-year option, the cost center managers and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

## **Impact to Budget**

The current source of funds for this action include Federal 5307, Proposition C, Measure R/M, and Transportation Development Act. These sources are eligible for Bus Operating or Capital projects.

## **EQUITY PLATFORM**

The benefits of this action are to ensure the bus fleet that serves most regions in Los Angeles

County. Bus transportation provides an important lifeline for the LA County residents, especially those in equity focused and underserved communities. Spark plugs are required for all buses in the fleet that operate on Compressed Natural Gas (CNG). The Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for them.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) Disadvantaged Business Enterprise (DBE) goal and verified the commitment by the successful bidder for this procurement.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The spark plug kit supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The procurement of spark plug kits for inventory will help to ensure the reliability of the bus fleet and enable our customers to arrive at their destinations on schedule and without interruption.

### **ALTERNATIVES CONSIDERED**

The alternative is to not award the contract and procure the spark plugs kits on an as-needed basis, using the traditional “min/max” replenishment method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply and a guaranteed fixed price for the parts.

### **NEXT STEPS**

Upon approval by the Board, staff will execute Contract No. MA95488000 for the procurement of spark plug kits with Cummins Inc. at the one-year base amount of \$1,256,414 inclusive of sales tax, and the one-year option amount of \$1,294,487, inclusive of sales tax, for a total contract amount of \$2,550,901.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

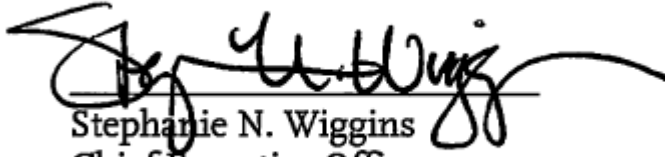
Prepared by: Harold Torres, Sr. Director Central Maintenance (213) 922-5714

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James Pachan, Sr. Executive Officer (213) 922-5804

Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

## SPARK PLUG KITS/MA95488000

1.	<b>Contract Number:</b> MA95488000	
2.	<b>Recommended Vendor:</b> Cummins Inc., 1939 Deere Avenue, Irvine, CA 92606	
3.	<b>Type of Procurement (check one):</b> <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates :</b>	
	<b>A. Issued:</b> 10/28/22	
	<b>B. Advertised/Publicized:</b> 11/07/22	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> N/A	
	<b>D. Proposals/Bids Due:</b> 11/30/22	
	<b>E. Pre-Qualification Completed:</b> 12/7/22	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 12/20/22	
	<b>G. Protest Period End Date:</b> 4/24/23	
5.	<b>Solicitations Picked up/Downloaded:</b> 9	<b>Bids/Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Tanya Allen	<b>Telephone Number:</b> (213) 922-1018
7.	<b>Project Manager:</b> Harold Torres	<b>Telephone Number:</b> (213) 922-5714

**A. Procurement Background**

This Board Action is to approve Contract No. MA95488000 for the procurement of Spark Plug Kits. Board approval of this contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA95488 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of two (2) bids were received on November 30, 2022.

## **B. Evaluation of Bids**

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The two bids received are listed below in alphabetical order:

1. Cummins Inc.
2. The Aftermarket Parts Company LLC

Two firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, Cummins Inc., the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

## **C. Price Analysis**

The recommended bid price from Cummins Inc. has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder. Metro's ICE was based on a historical unit price that turned out to be significantly lower than the bid unit price. Cummins' higher offer was a result of rising material costs, raw material shortages, higher gas prices, and increased freight charges.

<b>Low Bidder Name</b>	<b>Bid Amount</b>	<b>Metro ICE</b>
Cummins Inc.	\$2,550,901.50	\$1,644,125.00
The Aftermarket Parts Company, LLC	\$3,984,573.60	

## **D. Background on Recommended Contractor**

The recommended firm, Cummins Inc. (Cummins) located in Irvine, CA has been in business for 102 years. Cummins has provided similar products for Metro and other agencies including Long Beach Transit, and Santa Monica Big Blue Bus and numerous other transit properties. Cummins has provided satisfactory service and product to Metro on previous purchases.



DEOD SUMMARY

SPARK PLUG KITS / MA9548800

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery/Indefinite Quantity (IDIQ) solicitation. Cummins, Inc. made a 2% DBE commitment.

<b>Small Business Goal</b>	<b>2% DBE</b>	<b>Small Business Commitment</b>	<b>2% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Say Cargo Express	Hispanic American	2%
<b>Total Commitment</b>			<b>2%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

**Board Report**

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**File #:** 2023-0051, **File Type:** Contract**Agenda Number:** 32.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
APRIL 20, 2023****SUBJECT: METRO EXPRESSLANES ON CALL TRAFFIC AND REVENUE SUPPORT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS86284000 with CDM Smith, Inc., to provide Metro ExpressLanes On-Call Traffic and Revenue Support services in an amount not to exceed \$2,999,870 subject to the resolution of timely submitted protest(s), if any.

**ISSUE**

Staff has been conducting planning studies to advance the implementation of ExpressLanes in support of Metro's ExpressLanes Strategic Plan. One of the studies prepared for potential ExpressLanes projects is the Traffic and Revenue (T&R) study, which estimates toll rates and potential toll revenue that could be used to operate, maintain, fund construction of the projects as well as provide net toll revenues to jurisdictions and agencies for transit, active transportation and roadway improvements within the corridor. Furthermore, T&Rs provide an indication of the financial feasibility of a potential ExpressLanes project.

This contract will provide on-call T&R study and financing support for future ExpressLanes projects. Metro expects to pursue grant opportunities as well as seek Federal TIFIA (Transportation Infrastructure Finance and Innovation Act) loans to fully fund these projects. As projects proceed through the Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phases, staff anticipates the need to refresh the T&R studies. This contract will support updates to the I-105, I-405, and I-10 T&Rs and the TIFIA application process.

**BACKGROUND**

In November 2014, the Board directed staff to prepare a Countywide ExpressLanes Strategic Plan (Strategic Plan) based on the success of the I-110 and I-10 ExpressLanes. In January 2017, the Board directed staff to initiate planning studies for Tier 1 ExpressLanes corridors in Los Angeles County as identified in the Strategic Plan. Tier 1 corridors include I-10 between I-605 and the Los Angeles/San Bernardino County line; I-105 between I-405 and Studebaker Road; I-405 between US-101 and the Los Angeles/Orange County line; and I-605 between I-10 and the Los Angeles/Orange

County line.

Currently, the I-105 between I-405 and Studebaker Road is in the PS&E phase and the I-10 between I-605 and the Los Angeles/San Bernardino County line and I-405 between US-101 and I-10 are in the PA/ED phase. Furthermore, Measure M provides \$175 million for the I-105 ExpressLanes and \$260 million for the I-405 Sepulveda Pass ExpressLanes.

## **DISCUSSION**

The operations and maintenance costs of ExpressLanes such as operating the toll collection system, service center support, back office operations, dedicated California Highway Patrol enforcement, Freeway Service Patrol tow services, and general maintenance, are funded through revenue generated by the ExpressLanes. In addition, future ExpressLanes projects may require toll-backed debt financing to pay for construction costs such as the Federal TIFIA program that is commonly used to fund ExpressLanes projects and toll revenue bonds across the country. Furthermore, on the I-10 and I-110 ExpressLanes, net toll revenue has been used to provide transit subsidies and grants to active transportation, transit, and roadway projects in the corridor.

Due to the anticipated need to fund future ExpressLanes projects through debt financing and the intent to reinvest net toll revenue, Investment Grade T&R studies must be prepared to estimate the potential revenue that an ExpressLanes project can generate. This contract will be task order based allowing on-call services as needed in three categories:-- planning, TIFIA loan support, and toll revenue bond support. Potential planning tasks include traffic and revenue studies, preparation of grant applications, and financial feasibility analysis. Potential TIFIA loan support tasks include assisting Metro with the TIFIA loan application process and support to obtain rating agency rating opinion(s). Potential toll revenue bond support tasks could include preparing analyses, presentations, reports, and applications needed to obtain toll revenue bonds.

## **DETERMINATION OF SAFETY IMPACT**

This contract is to study the revenue potential of future ExpressLanes. This will have no impact on safety.

## **FINANCIAL IMPACT**

The FY 2022-23 budget includes \$1,000,000 in Cost Center 2220 (Shared Mobility), project 475004 for I-105 ExpressLanes PS&E/T&R studies. Since this is a multi-year contract, the Cost Center Manager and Deputy Chief Operations Officer, Shared Mobility will be responsible for budgeting in future years.

### **Impact to Budget**

Funds for this action will come from dedicated Measure M funding for the I-405 Sepulveda Pass (Phase 1) ExpressLanes Project and I-105 ExpressLanes project. Work prepared for the I-10 ExpressLanes Extension Project will be funded with toll revenues from the I-10 ExpressLanes.

These funds are not eligible for bus and rail operating and capital expenses.

## **EQUITY PLATFORM**

Equity Focus Communities (EFCs) are present on the Tier 1 ExpressLanes corridors that are currently in PS&E or PAED. For example, on the I-10 corridor between I-605 and the Los Angeles/San Bernardino County line 58% of census tracts include EFCs; on I-105 between I-405 and Studebaker Road 92% of census tracts include EFCs; and on I-405 between US-101 and 18% of census tracts include EFCs. A map of EFCs on the I-10, I-105, and I-405 corridors is included in Attachment B.

As noted earlier, the T&R on-call contract will support planning for Tier 1 ExpressLanes corridors by estimating potential toll revenue that could be generated. It is anticipated that net revenue generated could be reinvested into the corridor similar to the previous net toll grant cycles in 2014 and 2016. This has been done on the I-10 and I-110 ExpressLanes, which have reinvested over \$47 million through two rounds of net toll revenue reinvestment grants in 2014 and 2016. The grants have funded transit improvement projects, system connectivity and active transportation improvement projects, and roadway improvements projects. These projects are located within three miles of the ExpressLanes corridor centerline, such that the benefits accrue largely to marginalized groups and EFCs, which collectively comprise 61% of the I-110 corridor and 32% of the I-10 corridor.

Additionally, transit users that travel the two ExpressLanes corridors receive safe, clean, reliable, high-frequency service along the ExpressLanes corridors as a result of an annual investment of approximately \$8 million by the ExpressLanes program in incremental transit service on the Metro J line, Foothill Transit, Gardena Transit, and Torrance Transit. Metro intends to continue the transit subsidy program on future ExpressLanes projects, and this contract will estimate funding that can be made available for net toll reinvestment grants and transit subsidies.

Metro also has discount and rewards programs to improve accessibility to the ExpressLanes including the Low-Income Assistance Plan (LIAP). In addition, Metro provides the option of opening a cash account for those who do not have a credit card. Furthermore, frequent transit riders can also take advantage of the Transit Rewards Program to earn monetary credits toward ExpressLane tolls and the Carpool Loyalty Program allows carpoolers the opportunity to earn toll credits for future SOV travel on the ExpressLanes.

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. CDM Smith committed to meet both the SBE and DVBE goals. Additionally, of the certified subcontractors proposed, two are based in Los Angeles County, as follows: 1) Wiltec, Local SBE; and 2) Global Urban, Local DVBE.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The On-Call T&R support contract supports Strategic Goal 1: Provide high-quality mobility options

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that enable people to spend less time traveling. The proposed Express Lanes would increase regional highway capacity and improve the Level of Service for both the Express Lanes as well as the general-purpose lanes. The contract also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed project would result in shorter trip time for both the Express Lane and the general-purpose lanes. Lastly, the contract supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. This project will require extensive collaboration with Caltrans, corridor cities, Los Angeles County, and regulatory agencies.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to award this contract. This is not recommended as it could delay the overall project completion schedule for the Tier 1 ExpressLanes projects.

### **NEXT STEPS**

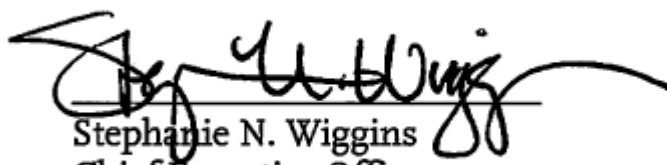
Upon Board approval, staff will execute this contract with CDM Smith, Inc. and issue a Notice to Proceed (NTP).

### **ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - EFC maps
- Attachment C - DEOD Summary

Prepared by: Philbert Wong, Senior Director, Countywide Planning & Development,  
ExpressLanes, (213) 418-3137  
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility (213) 922-3061  
Debra Avila, Deputy Chief, Vendor/Contract Management (213) 418-3051

Reviewed by:



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

METRO EXPRESSLANES ON-CALL TRAFFIC AND REVENUE  
SUPPORT/PS86284000

1.	<b>Contract Number: PS86284000</b>	
2.	<b>Recommended Vendor:</b> CDM Smith, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 10/10/2022	
	<b>B. Advertised/Publicized:</b> 10/10/2022	
	<b>C. Pre-Proposal Conference:</b> 10/19/2022	
	<b>D. Proposals Due:</b> 12/2/2022	
	<b>E. Pre-Qualification Completed:</b> 3/17/2023	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 12/5/2022	
	<b>G. Protest Period End Date:</b> 4/25/2023	
5.	<b>Solicitations Picked up/Downloaded:</b> 49	<b>Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Andrew Conriquez	<b>Telephone Number:</b> (213) 922-3528
7.	<b>Project Manager:</b> Philbert Wong	<b>Telephone Number:</b> (213) 418-3137

**A. Procurement Background**

This Board Action is to approve Contract No. PS86284000 issued in support of the Metro ExpressLanes On-Call Traffic and Revenue Support. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

On October 10, 2022, staff released Request for Proposals No. PS86284 in accordance with Metro Acquisition Policy and the contract type is task order based.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 17, 2022, provided the virtual link for the Pre-Proposal Conference;
- Amendment No. 2, issued on November 7, 2022, extended the proposal due date from November 16, 2022 to December 2, 2022;
- Amendment No. 3, issued on November 12, 2022, updated Exhibit 2 - Schedule of Quantities.

A virtual pre-proposal conference was held on October 19, 2022. There were 15 attendees from eight companies who attended the pre-proposal meeting. There were 4 questions asked and responses were released prior to the proposal due date.

A total of 49 firms downloaded the RFP and were included in the plan holders list. A total of two proposals were received on December 2, 2022, from the following firms listed below in alphabetical order:

1. CDM Smith, Inc.
2. C&M Associates, Inc.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Treasury and ExpressLanes Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- |                                                 |            |
|-------------------------------------------------|------------|
| • Proposed Team's Qualifications and Experience | 25 percent |
| • Firm's Technical Approach                     | 30 percent |
| • Team's Management Approach                    | 25 percent |
| • Cost                                          | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar on-call traffic and revenue (T&R) support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm's Technical Approach.

On January 17, 2023, the PET completed its independent evaluation of the technical proposals and both firms were determined to be within the competitive range. In addition, the PET determined that oral presentations were not needed and CDM Smith, Inc. was determined to be the highest ranked firm.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **CDM Smith, Inc.**

CDM Smith, Inc., headquartered in Massachusetts, with a local office in Los Angeles, is a nationwide privately owned engineering and construction firm providing services in environment, transportation, energy and facilities. They provide traffic and revenue studies, supporting feasibility assessment of pricing, revenue estimating transportation operations and congestion pricing. The CDM Smith, Inc. proposal demonstrated experience working on several traffic and revenue studies for public agencies.

CDM Smith, Inc. has over five decades of experience with toll facility support projects and traffic and revenue studies. Their successful delivery of traffic and revenue analyses is demonstrated by the complexity of projects they have worked

on. CDM Smith, Inc. has supported studies similar in nature and complexity for Metro and other transportation agencies.

**C&M Associates, Inc.**

C&M Associates, Inc., a Texas-based corporation with a local office in Los Angeles, is a private company founded in 2004, that advises public agencies in the development of toll projects and managed/express lanes. They have experience throughout the United States along with staff who have experience in major metropolitan areas. They have worked on toll projects providing toll policy advice, stakeholder engagement, traffic and revenue forecasting and project financing support.

C&M Associates, Inc.'s. experience as T&R engineer includes work on toll roads, tunnels, and bridges including several express lane projects. For these projects, C&M Associates, Inc. has developed T&R forecasts based upon fixed, dynamic, and variable pricing strategies. C&M Associates, Inc.'s proposal did not fully demonstrate experience with data and lacked innovation under the Firm's Technical Approach.

Table below provides the scores in order of rank.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>CDM Smith, Inc.</b>				
3	Proposed Team's Qualifications and Experience	88.36	25.00%	22.09	
4	Firm's Technical Approach	86.66	30.00%	26.00	
5	Team's Management Approach	85.00	25.00%	21.25	
6	Cost	68.70	20.00%	13.74	
7	<b>Total</b>		<b>100.00%</b>	<b>83.08</b>	<b>1</b>
8	<b>C&amp;M Associates, Inc.</b>				
9	Proposed Team's Qualifications and Experience	71.68	25.00%	17.92	
10	Firm's Technical Approach	71.66	30.00%	21.50	
11	Team's Management Approach	73.36	25.00%	18.34	
12	Cost	100.00	20.00%	20.00	
13	<b>Total</b>		<b>100.00%</b>	<b>77.76</b>	<b>2</b>



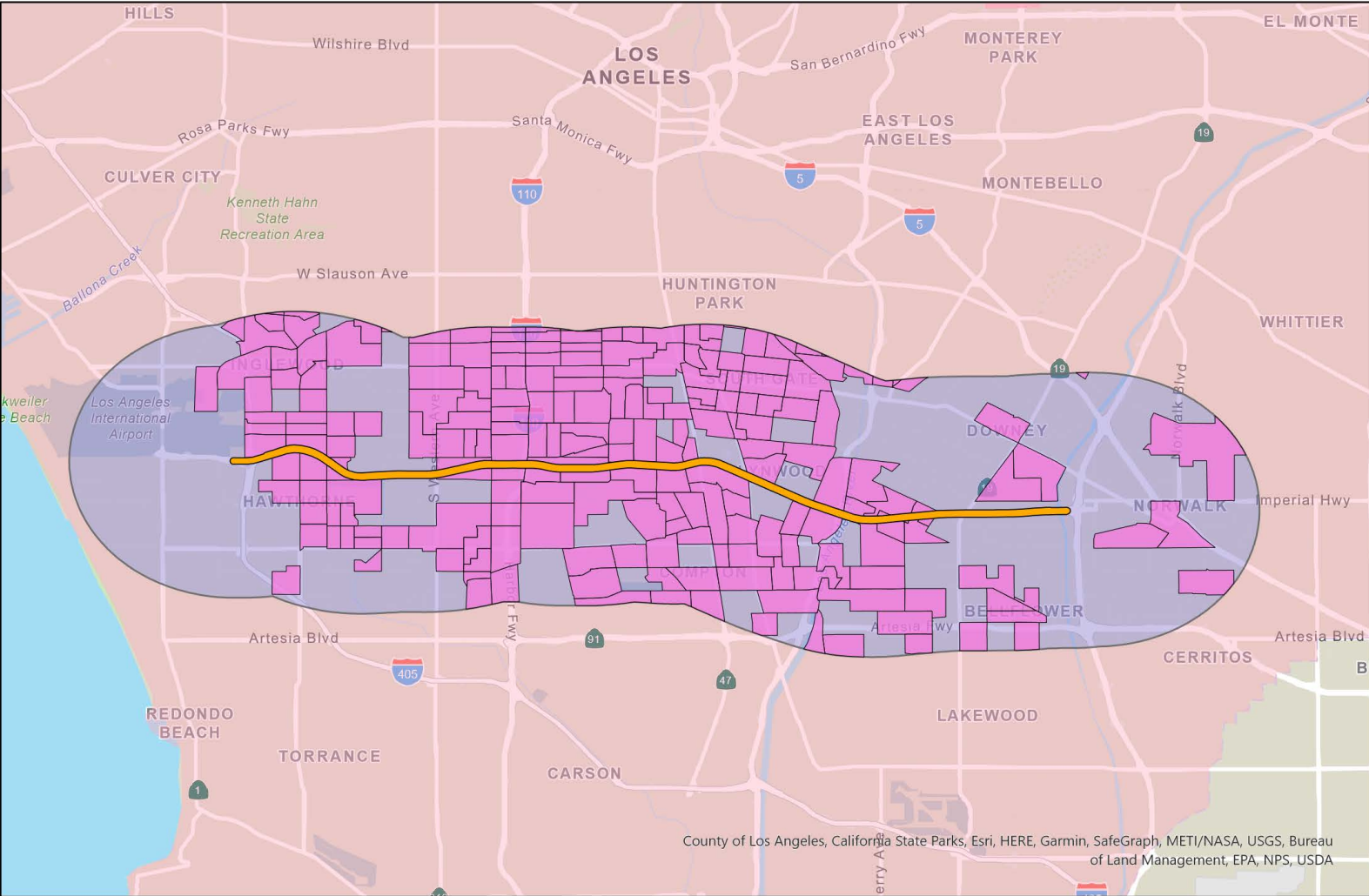
### **C. Cost Analysis**

Firm fixed hourly rates from the recommended firm have been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and fact finding. Work will be performed through the issuance of task orders on an as-needed basis. Each task order will be subject to an ICE, cost analysis, technical analysis, fact finding and negotiation to determine the level of effort.

### **D. Background on Recommended Contractor**

The recommended firm, CDM Smith, Inc. is a professional consultancy firm that performs traffic and revenue studies. CDM Smith, Inc. has conducted T&R studies that have supported over \$120 billion in toll financing for transportation infrastructure. In addition, they have supported recent investment grade studies for toll financed projects in the U.S. since 2010 and the assessment of express/managed lane projects around the country, including 27 express lane projects currently operating in the United States.

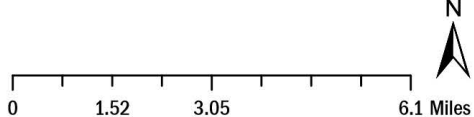
The proposed project team has over 20 years of experience in managing toll feasibility analyses and travel demand modeling projects for both private and public agencies. Their areas of specialization include toll diversion modeling and financial analysis; urban, intercity, and statewide regional travel demand forecasting; All Electronic Tolling (AET) feasibility analysis; new mode modeling and analysis; traveler's behavioral theory; discrete choice models; stated preference and revealed preference survey design and implementation; and software interface development.

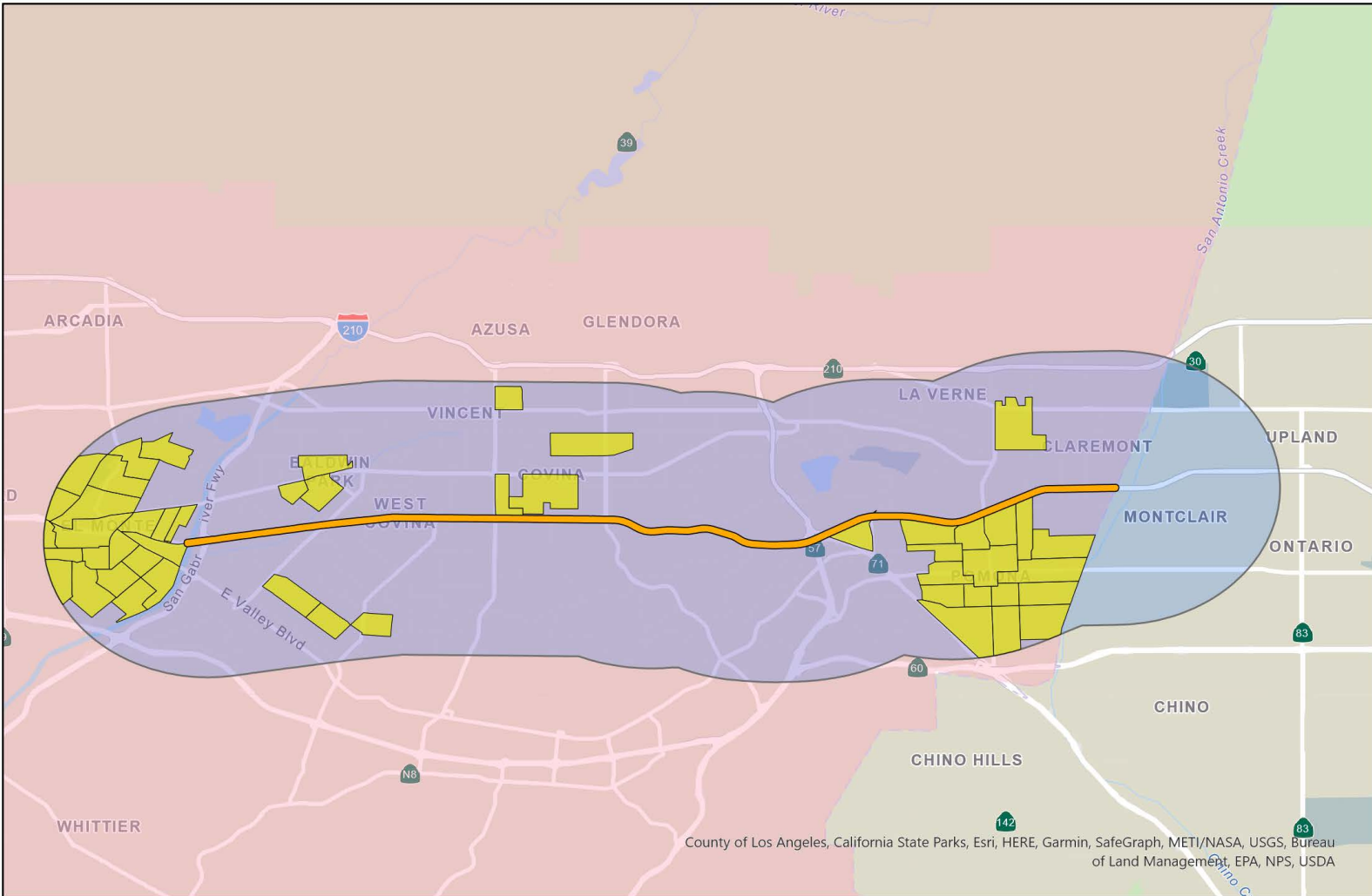


### Equity Focus Communities (EFCs) Along the I-105

### Legend

- I-105
- I-105 3mi Buffer
- I-105 EFCs in Corridor
- EFC Map (June 2022)





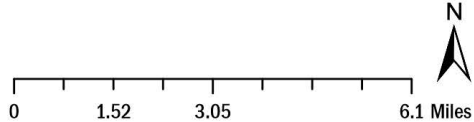
County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

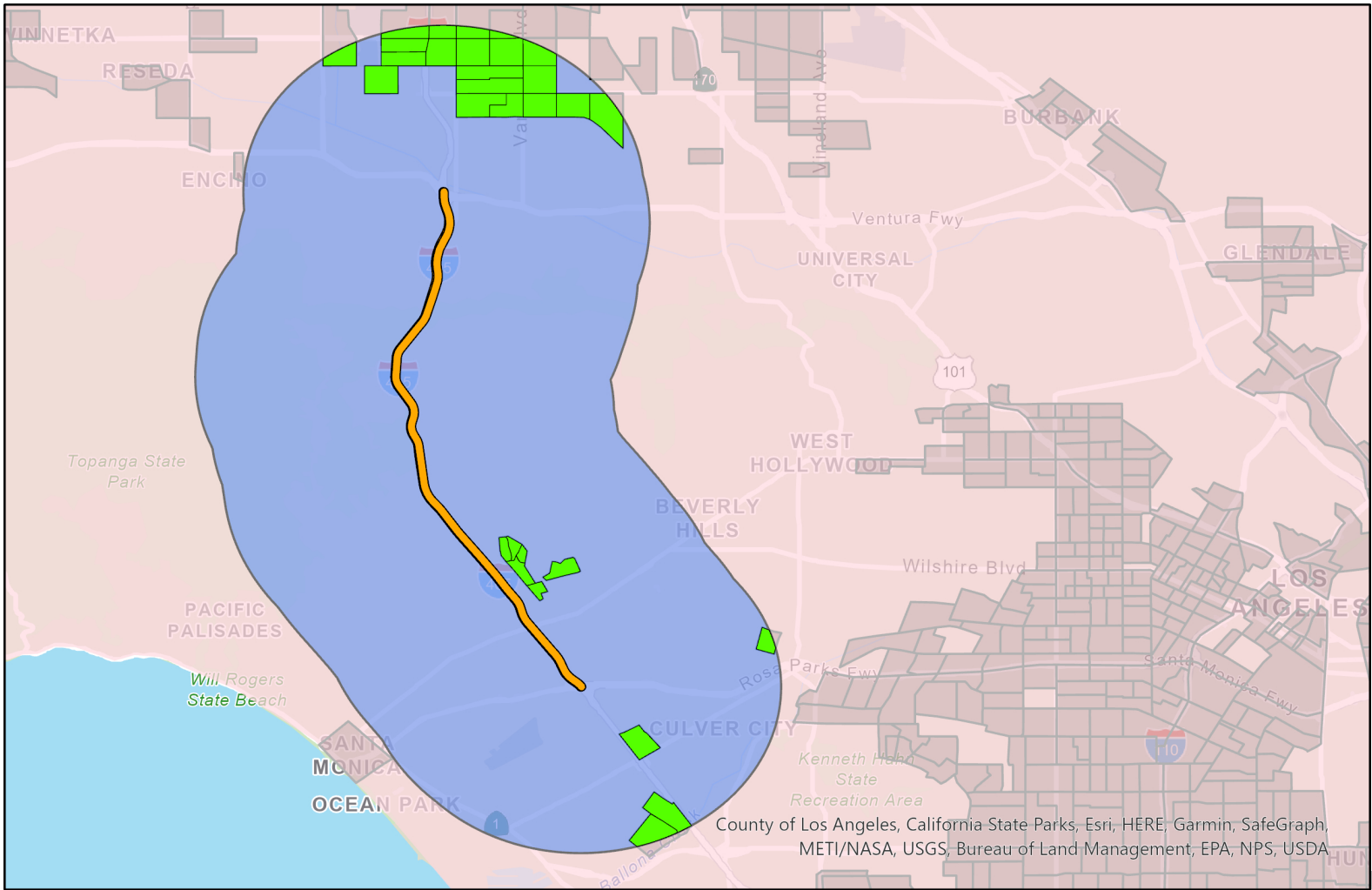
### Equity Focus Communities (EFCs) Along the I-10

**M** Metro LA Metro ExpressLanes | October 2022

### Legend

- I-10
- I-10 EFCs in Corridor
- I-10 3mi Buffer
- EFC Map (June 2022)



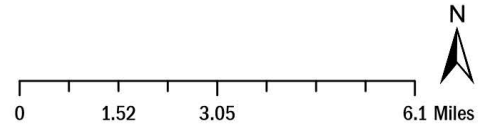


### Equity Focus Communities (EFCs) Along the I-405

 Metro LA Metro ExpressLanes | October 2022

### Legend

-  I-405
-  I-405 EFCs in Corridor
-  I-405 3mi Buffer
-  EFC Map (June 2022)



**DEOD SUMMARY**

**METRO EXPRESSLANES ON-CALL TRAFFIC AND REVENUE  
SUPPORT/PS86284000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established an overall 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Proposers were encouraged to form teams that include SBE/DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract. CDM Smith made a 22% SBE and 3% DVBE commitment.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order based upon the funding for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on cumulative SBE/DVBE participation of all Task Orders awarded.

<b>Small Business Goal</b>	<b>22% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>22% SBE 3% DVBE</b>
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<b>SBE Subcontractor</b>		<b>% Committed</b>
1.	Economic & Planning System	TBD
2.	Redhill Group	TBD
3.	TJKM	TBD
4.	Wiltec	TBD
<b>Total SBE Commitment</b>		<b>22%</b>

<b>DVBE Subcontractor</b>		<b>% Committed</b>
1.	Global Urban Strategies	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

**Board Report**

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**File #:** 2023-0124, **File Type:** Contract**Agenda Number:** 33.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
APRIL 20, 2023****SUBJECT: UNLEADED FUEL****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. FY75015000 with Mansfield Oil of Gainesville, Inc. to increase the 2-year base contract amount by \$1,067,343 from \$6,628,473 to \$7,695,816, exercise the 1-year option term extending the period of performance from July 1, 2023, to June 30, 2024 and increase the total not-to-exceed amount by \$5,679,967 from \$6,628,473 to \$12,308,440.

**ISSUE**

The original contract value was established to provide up to 2,850,000 gallons of unleaded gasoline for non-revenue vehicles for 36 months at prevailing Oil Price Information Service (OPIS) pricing with the application of state and federal taxes and fees associated with unleaded gasoline. The OPIS pricing at the beginning of the contract averaged \$3.46 per gallon, which was in line with industry expectations. The cost of gasoline dramatically increased over the past year to unprecedented levels of up to \$5.71 per gallon, and the Inflation Reduction Act of 2022 (IRA) increased the per gallon cost of gasoline with the resurrection of the Hazardous Substance Superfund Trust Fund (aka "Superfund") tax on oil and petroleum products effective January 1, 2023. Staff is projecting that the increased cost per gallon for gasoline will result in the fuel costs reaching the maximum contract value in advance of the base and option periods.

**BACKGROUND**

In June 2021, the Board awarded a 36-month Contract for unleaded gasoline to Mansfield Oil of Gainesville for \$9,211,566.91. Mansfield Oil of Gainesville is required to provide unleaded gasoline for Metro's non-revenue vehicles (automobiles, trucks, vans, and equipment) at the prevailing OPIS pricing. The original contract was established as an Indefinite Delivery Indefinite Quantity (IDIQ) for a two-year base, inclusive of sales taxes for a not-to-exceed amount of \$6,128,473, and a one-year option for a not-to-exceed amount of \$3,083,093.91 for a total not-to-exceed amount of \$9,211,566.91. The contract base value was increased by \$500,000 on March 8, 2023 to bring the not-to-exceed value of the base contract to \$6,628,473 and increasing the total not-to-exceed amount to \$9,711,566.91. At the beginning of the contract, the OPIS price per gallon averaged

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\$3.46, which was in line with industry expectations. The cost of gasoline dramatically increased over the past year to unprecedented levels of up to \$5.71 per gallon. Additionally, the "Superfund" tax that went into effect on January 1, 2023 increased the cost of gasoline by \$0.00351 per gallon. The volume of unleaded gasoline consumed has remained consistent with the original estimated usage rates outlined in the contract.

## **DISCUSSION**

The increased cost per gallon will result in the current contract value being exhausted in advance of June 2023 for the base order and June 2024 for the base and exercised option. The modification to the contract value and exercising of the option will ensure sufficient funds for fuel purchases through June 2024. The requested additional \$5,679,967 in contract authority is based on the updated independent cost estimate. The new per gallon cost is based on the 2022 price average, with a 20 percent contingency to account for high fluctuations in the cost of fuel, along with costs associated with the "Superfund" tax.

Approval of the base contract value modification and exercising of the option with the modified value is vital to enable Metro to continue purchasing unleaded gasoline for its non-revenue vehicles, including but not limited to automobiles, trucks, vans, and equipment. Having sufficient funding for unleaded fuel is vital to ensuring the uninterrupted operation of non-revenue vehicles that contribute to the high-quality transportation services to customers.

Metro is hedging from the volatility of fuel prices by converting to electric vehicles. The agency is committed to the conversion of all vehicles to zero-emission as the technology and infrastructure matures as evidenced by the procurement of over fifty non-revenue vehicles this fiscal year, along with the on-going procurements of electric buses. Hybrid and zero-emission non-revenue vehicles currently account for 40% of the total non-revenue vehicle fleet.

## **DETERMINATION OF SAFETY IMPACT**

The award of this contract will ensure that all operating divisions have an adequate supply of unleaded gasoline for the non-revenue vehicles used to support the bus, rail, administration, and support departments focused on providing safe, clean, and reliable transportation services for Metro customers.

## **FINANCIAL IMPACT**

Modification of the two-year base contract value will result in an increase in the unleaded gasoline budget of \$1,067,343 for the remainder of FY23. Funding for gasoline is included in the FY23 operating budget in various bus maintenance cost centers, under project 306002 - Operations Maintenance, under line item 50405 FUEL NON-REVENUE EQUIPMENT. Cost center managers and the Chief Operations Officer will be responsible for budgeting the cost for unleaded gasoline in future fiscal years.

### **Impact to Budget**



The current source of funds for this action are Federal 5307, Proposition A/C, Measure R, and Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

### **EQUITY PLATFORM**

The benefits of this action are to ensure non-revenue vehicle support for the bus and rail fleet that serves Los Angeles County, and disproportionately serves marginalized and vulnerable transit riders. The unleaded gasoline used in non-revenue support vehicles helps to ensure clean, reliable, and safe bus and rail fleets.

The Diversity and Economic Opportunity Department (DEOD) did not establish a DBE goal for this contract.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The contract for unleaded gasoline supports Strategic Goal 2.3: Metro will support a customer-centric culture where exceptional experiences are created at every opportunity for both internal and external customers. The unleaded gasoline is required for support vehicles used by bus, rail, administration, and support departments focused on providing clean, safe, and reliable transportation services for Metro customers.

### **ALTERNATIVES CONSIDERED**

The alternative is not to approve the base contract modification and one-year option extension for the non-revenue gasoline contract. This approach is not recommended since increased fuel costs have depleted the remaining value of the existing contract. Procurement of gasoline from regular service stations was considered, but this is not recommended since the OPIS pricing that Metro receives is below the pricing available at regular service stations.

### **NEXT STEPS**

Upon approval, staff will execute Modification No. 34 to Contract No. FY75015000 with Mansfield Oil of Gainesville to continue supplying unleaded gasoline for Metro's fleet to June 30, 2024.

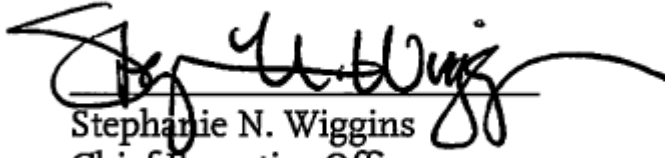
### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification Change Order Log  
Attachment C - DEOD Summary

Prepared by: Irina Conway, Chief Administrative Analyst, (213) 922-5934  
James Pachan, Sr. Exec Officer, Bus Maintenance (213) 922-5804  
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by:

Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

UNLEADED FUEL  
CONTRACT NO. FY75015000

1.	<b>Contract Number:</b> FY75015000		
2.	<b>Contractor:</b> Mansfield Oil Company of Gainesville, Inc.		
3.	<b>Mod. Work Description:</b> Extend the Period of Performance by 12 months and add funds to the contract		
4.	<b>Contract Work Description:</b> Unleaded Fuel		
5.	<b>The following data is current as of:</b> 02.24.23		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	07-01-2021	<b>Contract Award Amount:</b> \$6,128,473
	<b>Notice to Proceed (NTP):</b>	07-01-2021	<b>Total of Modifications Approved:</b> \$500,000
	<b>Original Complete Date:</b>	06-30-23	<b>Pending Modifications (Including this action):</b> \$5,679,967
	<b>Current Est. Complete Date:</b>	06-30-24	<b>Current Contract Value (with this action):</b> \$12,308,440
7.	<b>Contract Administrator:</b> Lorretta Norris		<b>Telephone Number:</b> 213-922-2632
8.	<b>Project Manager:</b> Dan Ramirez		<b>Telephone Number:</b> 213-922-5797

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 3 issued in support of:

Increasing the two-year base amount, exercising the one-year option term and increase the total not-to-exceed amount by \$5,679,967 to \$12,308,440.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

The original contract was approved by the Board on June 24, 2021, to Mansfield Oil Company of Gainesville, Inc. for a two-year base period in the amount of \$6,128,473 with a one-year option term for a total not-to-exceed amount of \$9,211,567.

2 (two) contract modifications have been issued to date.

(Refer to Attachment B – Contract Modification/Change Order Log)

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based on the analysis completed as part of the total contract amount. The price of the one-year option was established in July 2021 as part of the competitive contract award and shall remain unchanged. Exercising the one-year option will provide continuity of the service and is in the best interest of Metro. Mansfield Oil Company of Gainesville, Inc. is not escalating their competitively obtained unit rates for the 12-month extension, which was the basis of Metro's ICE. Therefore, the proposed amount, Metro ICE, and the negotiated amount are all consistent.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$12,308,440	\$12,308,440	\$12,308,440

**ATTACHMENT B**

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**UNLEADED FUEL  
CONTRACT NO. FY75015000**

<b>Mod. no.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Revised Statement of Work for new requirement	Approved	3.3.23	\$0.00
2	Increase base 2-year contract value (Contract Modification Authority)	Approved	3.8.23	\$500,000.00
3	<b>Exercise One-Year Option, increase contract value and extension of period of performance through 6/30/24</b>	<b>Pending</b>	<b>TBD</b>	\$5,679,967
	<b>Modification Total:</b>			<b>\$6,179,967</b>
	<b>Original Contract:</b>	Approved	7.01.21	<b>\$6,128,473</b>
	<b>Total:</b>			<b>\$12,308,440</b>

**DEOD SUMMARY**

**UNLEADED FUEL/FY75015000**

**A. Small Business Participation**

The Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Mansfield Oil company of Gainesville, Inc. will perform the services of this contract with its own workforce.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

**Board Report**

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**File #:** 2023-0136, **File Type:** Contract**Agenda Number:** 34.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
APRIL 20, 2023****SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES****ACTION: APPROVE CONTRACT MODIFICATIONS****RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to execute:

- A. Modification No. 5 to Contract No. OP1246400003367, for Region 1 with Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro B Line (Red), G Line (Orange) and various bus and rail locations within the geographical area specified in Region 1, to exercise the one, two-year option in the amount of \$1,204,126, increasing the total contract not-to-exceed amount from \$1,806,189 to \$3,010,315 and extending the period of performance from June 01, 2023 to May 31, 2025;
- B. Modification No. 6 to Contract No. OP1246420003367, for Region 2 with Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro L Line (Gold), D Line (Purple), J Line (El Monte Bus Way), future Regional Connector, future D Line (Purple) Westside Extension and various bus and rail locations within the geographical area specified in Region 2, to exercise the one, two-year option in the amount of \$1,741,600, increasing the total contract not-to-exceed amount from \$1,732,912 to \$3,474,512, and extending the period of performance from June 01, 2023, to May 31, 2025;
- C. Modification No. 5 to Contract No. OP1246430003367, for Region 3 with Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro E Line (Expo), K Line (Crenshaw), future Airport Metro Connector (AMC) and various bus and rail locations within the geographical area specified in Region 3, to exercise the one, two-year option in the amount of \$1,847,152, increasing the total contract not-to-exceed amount from \$1,643,856 to \$3,491,008 and extending the period of performance from June 01, 2023, to May 31, 2025; and
- D. Modification No. 5 to Contract No. OP1246440003367, for Region 4 with Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro A Line (Blue), C Line (Green), J Line (Harbor Transit Way) and various bus and rail locations within the geographical area specified in Region 4, to exercise the one, two-year

option in the amount of \$2,822,002, increasing the total contract not-to-exceed amount from \$4,233,003 to \$7,055,005 and extending the period of performance from June 01, 2023, to May 31, 2025.

## **ISSUE**

The existing four (4) regional contracts' base term expires on May 31, 2023. To continue providing the required glass anti-graffiti film maintenance and replacement services, contract modifications are required for the four (4) regional contracts to exercise the one, two-year option, extending the period of performance from June 01, 2023, through May 31, 2025.

## **BACKGROUND**

On March 28, 2019, the Metro Board of Directors authorized the Chief Executive Officer to award firm fixed unit rate Contract Nos. OP1246400003367 and No. OP1246420003367 for Regions 1 and 2, respectively with Graffiti Shield, Inc., and Contract Nos. OP1246430003367 and No. OP1246440003367 for Regions 3 and 4, respectively with Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services for all Metro facilities effective June 1, 2019.

Under the existing four (4) regional contracts, the contractors are required to conduct monthly and as-needed inspections of the glass anti-graffiti film installed systemwide, with 100% replacement of all vandalized glass anti-graffiti film. Regular and as-needed glass anti-graffiti film maintenance and replacement services are critical to protect Metro's assets, mitigate extended downtime of elevators due to vandalized elevator glass surfaces compromising its integrity with repeated severe etching and engraving requiring costly repair and replacement, and to ensure compliance with ADA requirements and accessibility to Metro's transit system.

Graffiti Shield, Inc. and Property Protection International, Inc. have been performing satisfactorily providing the necessary glass anti-graffiti film maintenance and replacement services throughout Metro's transit system.

## **DISCUSSION**

There are approximately 165,226 sq. ft. of glass surfaces systemwide, subject to vandalism in the form of etching, graffiti and spray paint. These glass surfaces are mainly within the map cases and elevator doors, cabs and hoistways. The installation of glass anti-graffiti film mitigates damage to glass surfaces by providing protection against permanent engraving of the glass panels. Regular inspection and replacement of the glass anti-graffiti film ensures glass surfaces at Metro bus and rail facilities remain free of graffiti, etching and other forms of vandalism.

Under the existing four (4) regional contracts, the anti-graffiti film is inspected at a frequency of once a month and as-needed, with 100% replacement of all vandalized glass anti-graffiti film. Based on historical data, approximately 30,000 sq. ft. (18%) of glass anti-graffiti film systemwide is being vandalized and replaced on monthly basis.



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With the opening of the K Line (Crenshaw/LAX Corridor), approximately 39,868 sq. ft. of additional glass panel surfaces subject to vandalism have been added to the Region 3 contract. Also, once Metro's system expansion project for the Regional Connector becomes operational, an additional 10,158 sq. ft. of glass panel surfaces subject to vandalism will be added to the Region 2 contract.

### **DETERMINATION OF SAFETY IMPACT**

The approval of this item will ensure the delivery of timely and reliable glass anti-graffiti film maintenance and replacement services while improving Metro bus and rail facilities' overall appearance and cleanliness and enhancing customers' experience.

### **FINANCIAL IMPACT**

For these four (4) regional contracts, funding of \$578,841 for the remainder of FY23 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager, Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the cost in future years.

### **Impact to Budget**

The current source of funds for this action include Fares, Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

### **EQUITY PLATFORM**

Providing monthly and as-needed glass anti-graffiti film maintenance and replacement services systemwide contribute to improving bus and rail stations' cleanliness and providing safe environment for Metro's patrons. Bus and Rail stations' cleanliness was identified as one of the top areas of concern in the 2020 Customer Experience survey and the FY23 Metro Budget survey conducted to develop the Metro Customer Experience Plan 2022 and assist with funds allocation for the FY23 budget.

Metro customers, including those with Limited English Proficiency (LEP), Metro staff, and Transit Ambassadors can report vandalism, cleanliness, and maintenance issues through the Customer Relations numbers posted throughout the rail and bus system. Customers have the option of communicating with Metro through nine (9) different languages using our translation service. Metro also ensures translated signage is posted for those reporting vandalized glass anti-graffiti film on the Metro system.

Graffiti Shield, Inc. and Property Protection International, Inc. are Metro certified small business primes and both made a commitment of 97% SBE and 3% for DVBE.

Graffiti Shield is meeting the SBE/DVBE commitments on both Regions 1 and 2, with 97% SBE and

3% DVBE participation.

Property Protection International is meeting the SBE/DVBE commitments on both Regions 3 and 4, with 97% SBE and 3% DVBE participation.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing on-going anti-graffiti film maintenance and replacement services contributes to facilities' overall cleanliness and will ensure providing a safe, clean environment for our patrons, service reliability, and enhancing customers' overall experience.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to approve the recommendations. This option is not recommended as it would result in a gap in service impacting Metro's system safety, cleanliness, and customer experience.

### **NEXT STEPS**

Upon approval by the Board, staff will execute the following modifications to continue providing glass anti-graffiti film maintenance and replacement services throughout Metro's transit system.

- Modification No. 5 to Contract No. OP1246400003367, for Region 1 with Graffiti Shield, Inc.
- Modification No. 6 to Contract No. OP1246420003367, for Region 2 with Graffiti Shield, Inc.
- Modification No. 5 to Contract No. OP1246430003367, for Region 3 with Property Protection International, Inc.
- Modification No. 5 to Contract No. OP1246440003367, for Region 4 with Property Protection International, Inc.

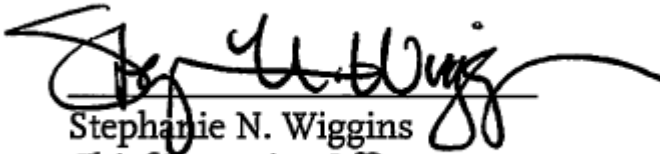
### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification/Change Order Log  
Attachment C - DEOD Summary

Prepared by:

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(213) 418-3034



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

**GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT  
SERVICES/OP1246400003367, OP1246420003367, OP1246430003367 AND  
OP1246440003367**

1.	<b>Contract Number:</b> OP1246400003367, OP1246420003367, OP1246430003367 and OP1246440003367		
2.	<b>Contractor:</b> (1) Graffiti Shield, Inc. (Region 1) (2) Graffiti Shield, Inc. (Region 2) (3) Property Protection International, Inc. (Region 3) (4) Property Protection International, Inc. (Region 4)		
3.	<b>Mod. Work Description:</b> Exercise one, two-year option		
4.	<b>Contract Work Description:</b> To provide glass anti-graffiti film maintenance and replacement services systemwide to protect glass surfaces.		
5.	<b>The following data is current as of:</b> 3/9/23		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	3/28/19	<b>Contract Award Amount:</b> Region 1: \$1,806,189 Region 2: \$1,732,912 Region 3: \$1,643,856 Region 4: \$4,233,003
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modification Approved:</b> Region 1:\$ 0 Region 2:\$ 0 Region 3:\$ 0 Region 4:\$ 0
	<b>Original Complete Date:</b>	5/31/23	<b>Pending Modification (including this action):</b> Region 1: \$1,204,126 Region 2: \$1,741,600 Region 3: \$1,847,152 Region 4: \$2,822,002
	<b>Current Est. Complete Date:</b>	5/31/25	<b>Current Contract Value (with this action):</b> Region 1: \$3,010,315 Region 2: \$3,474,512 Region 3: \$3,491,008 Region 4: \$7,055,005
7.	<b>Contract Administrator:</b> Aielyn Dumaua		<b>Telephone Number:</b> (213) 922-7320
8.	<b>Project Manager:</b> Maral Minasian		<b>Telephone Number:</b> (213) 922-6762

**A. Procurement Background**

This Board Action is to approve modifications to Contract Nos. OP1246400003367, (for Region 1) and OP1246420003367 (for Region 2) with Graffiti Shield, Inc. and Contract Nos. OP1246430003367 (for Region 3) and OP1246440003367 (for Region 4) with Property Protection International, Inc. to exercise the one, two-year

option to continue to provide glass anti-graffiti film maintenance and replacement services throughout the Metro system.

These contract modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate.

In March 2019, the Metro Board awarded five-year contracts, inclusive of one, two-year option, to Graffiti Shield, Inc. for Regions 1 and 2 and Property Protection International, Inc. for Regions 3 and 4 to provide glass anti-graffiti film maintenance and replacement services.

Refer to Attachment B – Contract Modification/Change Order Log.

**B. Cost/Price Analysis**

The recommended prices for the one, two-year option for all four regions have been determined to be fair and reasonable based on rates that were established and evaluated as part of the competitive IFB contract awards in 2019. Recommended contract amounts were the lowest bids received per region. Therefore, exercising the one, two-year option is in the best interest of Metro.

<b>Contractor</b>	<b>Original Bid Amount</b>	<b>Metro ICE</b>	<b>Recommended Amount</b>
Graffiti Shield, Inc. – Region 1	\$1,204,126	\$1,204,126	\$1,204,126
Graffiti Shield, Inc. – Region 2	\$1,741,600	\$1,741,600	\$1,741,600
Property Protection International, Inc. - Region 3	\$1,847,152	\$1,847,152	\$1,847,152
Property Protection International, Inc. - Region 4	\$2,822,002	\$2,822,002	\$2,822,002

## CONTRACT MODIFICATION/CHANGE ORDER LOG

GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT  
SERVICES/OP1246400003367 (REGION 1)

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Update contract price, contract term and statement of work	Approved	10/14/19	\$ 0
2	Revise schedule of quantities and prices	Approved	5/20/20	\$ 0
3	No-cost one-year extension	Approved	5/31/22	\$ 0
4	Revise statement of work and schedule of quantities and prices	Approved	12/9/22	\$ 0
<b>5</b>	<b>Exercise one, two-year option</b>	<b>Pending</b>	<b>Pending</b>	<b>\$1,204,126</b>
	<b>Modification Total:</b>			<b>\$ 1,204,126</b>
	<b>Original Contract:</b>			<b>\$ 1,806,189</b>
	<b>Total:</b>			<b>\$ 3,010,315</b>

GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT  
SERVICES/OP1246420003367 (REGION 2)

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Update contract price, contract term and statement of work	Approved	10/14/19	\$ 0
2	Revise schedule of quantities and prices	Approved	5/20/20	\$ 0
3	Update contract price	Approved	9/15/20	\$ 0
4	No-cost one-year extension	Approved	5/31/22	\$ 0
5	Revise statement of work and schedule of quantities and prices	Approved	12/30/22	\$ 0
<b>6</b>	<b>Exercise one, two-year option</b>	<b>Pending</b>	<b>Pending</b>	<b>\$1,741,600</b>
	<b>Modification Total:</b>			<b>\$ 1,741,600</b>
	<b>Original Contract:</b>			<b>\$ 1,732,912</b>
	<b>Total:</b>			<b>\$ 3,474,512</b>

**GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT  
SERVICES/OP1246430003367 (REGION 3)**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Update contract price, contract term and statement of work	Approved	10/14/19	\$ 0
2	Revise schedule of quantities and prices	Approved	5/20/20	\$ 0
3	No-cost one-year extension	Approved	5/31/22	\$ 0
4	Update Attachment 3 – List of Future Bus and Rail Locations	Approved	10/7/22	\$ 0
<b>5</b>	<b>Exercise one, two-year option</b>	<b>Pending</b>	<b>Pending</b>	<b>\$1,847,152</b>
	<b>Modification Total:</b>			<b>\$ 1,847,152</b>
	<b>Original Contract:</b>			<b>\$ 1,643,856</b>
	<b>Total:</b>			<b>\$ 3,491,008</b>

**GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT  
SERVICES/OP1246440003367 (REGION 4)**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Update contract price, contract term and statement of work	Approved	10/14/19	\$ 0
2	Revise schedule of quantities and prices	Approved	5/20/20	\$ 0
3	No-cost one-year extension	Approved	5/31/22	\$ 0
4	Revise statement of work and schedule of quantities and prices	Approved	12/9/22	\$ 0
<b>5</b>	<b>Exercise one, two-year option</b>	<b>Pending</b>	<b>Pending</b>	<b>\$2,822,002</b>
	<b>Modification Total:</b>			<b>\$ 2,822,002</b>
	<b>Original Contract:</b>			<b>\$ 4,233,003</b>
	<b>Total:</b>			<b>\$ 7,055,005</b>

DEOD SUMMARY

**GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES/OP1246400003367, OP1246420003367, OP1246430003367, AND OP1246440003367**

**A. Small Business Participation**

Graffiti Shield Inc. made a 97% Small Business Enterprise (SBE) and a 3% Disabled Veterans Business Enterprises (DVBE) commitment on Regions 1 and 2. Based on payment, the projects are 48% and 26% complete. Graffiti Shield Inc. is meeting the SBE/DVBE commitments on both Regions, with 97% SBE and 3% DVBE participation.

Property Protection International, Inc. (formerly known as XInt Tint of Anaheim, Inc.) made a 97% Small Business Enterprise (SBE) and a 3% Disabled Veterans Business Enterprises (DVBE) commitment on Regions 3 and 4. Based on payment, the projects are 19% and 48% complete. Property Protection International is meeting the SBE/DVBE commitments on both Regions, with 97% SBE and 3% DVBE participation.

**Region 1– OP1246400003367 – Graffiti Shield**

<b>Small Business Commitment</b>	<b>97% SBE 3% DVBE</b>	<b>Small Business Participation</b>	<b>97% SBE 3% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Graffiti Shield, Inc. (SB Prime)	97%	97%
	<b>Total</b>	<b>97%</b>	<b>97%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Los Angeles Company, Inc. dba Los Angeles Glass Co.	3%	3%
	<b>Total</b>	<b>3%</b>	<b>3%</b>



**Region 2 – OP1246420003367 – Graffiti Shield**

<b>Small Business Commitment</b>	<b>97% SBE 3% DVBE</b>	<b>Small Business Participation</b>	<b>97% SBE 3% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Graffiti Shield, Inc. (SB Prime)	97%	97%
	<b>Total</b>	<b>97%</b>	<b>97%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Los Angeles Company, Inc. dba Los Angeles Glass Co.	3%	3%
	<b>Total</b>	<b>3%</b>	<b>3%</b>

**Region 3 – OP1246430003367 (OP161998000) – Property Protection International, Inc. (formerly known as XInt Tint of Anaheim, Inc.)**

<b>Small Business Commitment</b>	<b>97% SBE 3% DVBE</b>	<b>Small Business Participation</b>	<b>97% SBE 3% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Property Protection International, Inc. (SB Prime)	97%	97%
	<b>Total</b>	<b>97%</b>	<b>97%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Los Angeles Company, Inc. dba Los Angeles Glass Co.	3%	3%
	<b>Total</b>	<b>3%</b>	<b>3%</b>

**Region 4 – OP1246440003367 (OP161999000) – Property Protection International, Inc. (formerly known as XInt Tint of Anaheim, Inc.)**

<b>Small Business Commitment</b>	<b>97% SBE 3% DVBE</b>	<b>Small Business Participation</b>	<b>97% SBE 3% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Property Protection International, Inc. (SB Prime)	97%	97%
	<b>Total</b>	<b>97%</b>	<b>97%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Los Angeles Company, Inc. dba Los Angeles Glass Co.	3%	3%
	<b>Total</b>	<b>3%</b>	<b>3%</b>

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



## Board Report

File #: 2023-0175, File Type: Program

Agenda Number: 43.

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### OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE APRIL 20, 2023

**SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING the guidelines and project eligibility for Round 3 of the ExpressLanes Net Toll Revenue Allocations (Attachments A and D);
- B. APPROVING the Metro ExpressLanes Round 3 Net Toll Revenue Grant Applications (Attachments B and C); and
- C. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 and Round 2 Net Toll Revenue projects' lapsing dates by two years (Attachment E).

#### **ISSUE**

State law requires net toll revenues generated from the ExpressLanes program to be reinvested for transportation improvements in the corridor where generated, pursuant to an expenditure plan adopted by the Metro Board. Gross toll revenues generated from the ExpressLanes are first used to cover the direct expenses related to the maintenance, administration, and operation of the lanes per Metro Board policy. Following Board Policy, the remaining revenue is then used to maintain project reserves, to support incremental additional transit service on the ExpressLanes, and for freeway/roadway improvements and system connectivity/ active transportation projects identified through a competitive grant program (Net Toll Revenue Grants).

All projects awarded grants are required to ensure timely use of funds, including beginning to use the funds within one year of executing their funding agreement. This provision is the same process used during the first two grant rounds. Projects from the first two rounds that have begun work and continue to make progress can have their lapsing date extended.

#### **BACKGROUND**

The net toll revenue program's primary objective is to increase mobility and person throughput

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through the implementation of integrated strategies that enhance transit operations, transportation demand management, transportation systems management, active transportation, and capital investments in the 1-10 and 1-110 corridors. The revenues are collected from users of the ExpressLanes that do not meet the eligibility and occupancy requirements for toll-free travel on the lanes. Revenue generated from these trips is collected and then used to cover costs of operations, including toll collections, toll facility capital costs, service center support, Caltrans maintenance, CHP enforcement, and other routine operating and maintenance requirements. After all, costs are paid, excess or “net” revenue can be re-invested into the corridor where the revenue was generated.

In October 2015 the Board approved the re-investment framework for the 110 and 10 ExpressLanes expenditure plan with the following conditions:

- 1.Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
- 2.A set aside of funds to be placed into a reserve account ;
- 3.Funding for the continuation of the incremental Transit Service improvements to address social equity considerations;
- 4.A set aside of 20% of the available grant funds to Caltrans for corridor improvements;
- 5.Any remaining funds available for allocation to the Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI);and,
- 6.Grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 and I-110 ExpressLanes within a three mile radius. Projects beyond a three mile radius must demonstrate regional significance.

In August 2016, the Metro Board approved Round 2 of the net toll revenue grant program in the amount of approximately \$54.2 million in net toll revenue funds to projects with a direct mobility benefit to the ExpressLanes Corridors. The 2016 Board adopted guidelines were modified from the initial \$26.7 million round of funding in 2014 to better reflect changing program requirements, including Caltrans set-aside funding, sustainability goals, and improvements related to technology advancement.

The overall program is comprised of two elements: a set-aside component and a competitive grant. The set-aside is comprised of funds provided to continue the operation of transit services and encourage increased transit ridership, as well as a reserve fund and revenue necessary to support Caltrans’ projects in the corridor. The competitive grant provides funding to implement multi-modal mobility options, including freeway/roadway improvements, transit enhancements, and active transportation and system connectivity. Funding allocations for competitive grants are approved by the Board.

As outlined in Attachment A, Round 1 and Round 2 contain a similar mix of transit, system connectivity, and roadway improvements. Some of the prior funding for transit projects include Torrance Transit expansion, electric bus procurement, , LA Galaxy Shuttle Bus, and City of Gardena Transit Service on the I-110. Active transportation awards included projects focused on first mile/last mile, complete streets, healthy communities, station improvements, bicycle facilities, and various pedestrian safety enhancements. Roadway improvements included Great Street projects, vision zero traffic signal improvements, Intelligent Transportation System (ITS) enhancements, and other

freeway and traffic signal improvements along the I-10 and I-110 corridors.

Current staff estimates are that \$124.8 million will be available for allocation across all categories for Round 3, net of the set-asides for transit and Caltrans. Since the Round 2 projects have spent more than 50% (56%) of their grant amounts, staff is seeking approval of the guidelines and applications to begin Round 3 of the net toll revenue allocation.

## **DISCUSSION**

### Proposed Reinvestment Guidelines for Round 3:

The Round 3 guidelines will delineate the method by which Metro will disburse the net toll revenues based on six reinvestment principles. Three of the re-investment principles are direct set-asides (Reserve Fund, Transit Operations, and Caltrans set-aside), which are not part of the Grant Program. The set-asides are used to ensure responsible operations for unforeseen events, to support and encourage transit on the corridor, and for Caltrans to provide additional roadway improvements and access to the corridor. The transit funding can be used to directly support transit operating on the corridors. Caltrans can use its allocation for any project or enhancement that benefits mobility within the corridor. Net of the set-asides, the Grant Program allocates surplus revenues among three funding categories: 1) Transit Uses, 2) System Connectivity/Active Transportation, and 3) Roadway Improvements, which are the subject of the Grant Application Package. These three funding categories are recommended as they enhance the Metro ExpressLanes program and promote multi-modal and sustainable transportation strategies in support of Metro's Long Range Transportation Plan.

Consistent with Rounds 1 and 2, a category for Transit Use is recommended because the operation of high frequency transit and feeder service, as well as transit capital improvements, have proven to be effective in creating mode shift and reducing congestion on Metro ExpressLanes. A category for System Connectivity/Active Transportation is recommended to improve system connectivity between transit and the state highway. The category also demonstrates Metro's commitment to advancing sustainable community strategies for Active Transportation. A category for Roadway improvements is recommended to build upon prior investments in signal synchronization and intelligent transportation systems that support travel and increase safety along the corridors.

The proposed guidelines will maintain Core Principles consistent with Rounds 1 and 2:

- Reinvestments in the transportation corridor that provide a direct benefit to reducing congestion on the Metro ExpressLanes corridors (1-10 and 1-110);
- A reserve fund set-aside, consistent with the Board approved Toll Policy to ensure the financial sustainability of the Metro ExpressLanes and enable potential system expansion;
- Direct annual allocation to fund the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro J (Silver) Line, Foothill Silver Streak and Route 699, Gardena Lines 1X and 2, and Torrance Transit Line 4. These lines pass through Equity Focused Communities (EFCs);
- Allocate net of set-asides on a competitive basis utilizing targets of 40% for other Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements to benefit the ExpressLanes and support sustainable transportation strategies; and,

- Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project/program.

### Eligible Projects/Programs

To be eligible for funds, the project, program, or enhanced transit service must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and demonstrates a direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects/programs that are multi-jurisdictional and/or are included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan, or another relevant sub-regional plan.

### Application Evaluation Process

The application evaluation process is as follows:

Step 1 - Staff will distribute the application package to eligible applicants and convene workshops to review the application package and guidelines with workshop attendees.

Step 2 - Once all applications have been received, projects will undergo a preliminary eligibility review.

Step 3 - All eligible projects will be scored by a technical review team comprised of Metro and members of the I-10 and I-110 Corridor Advisory Group (CAG).

Step 4 - Once the projects have been ranked, staff will then review to ensure consistency with funding availability and criteria within the corridor and category.

Step 5 - Recommended projects/programs will be submitted to the Board for consideration and funding approval.

### Outreach

Consistent with the Rounds 1 and 2 process, on January 18, 2023, staff convened a CAG meeting which included representatives from both corridors to present guideline changes and seek stakeholder input. The summit was attended by 24 agencies representing public and non-profit interests in transit, highways, active transportation, health, and housing. Participants reviewed the proposed guidelines and applications and were given two weeks to provide comments. The proposed guidelines reflect some of the recommendations received from the CAG.

Upon release of the application, Metro staff will conduct two workshops for potential project sponsors. The workshops will provide a forum for potential project sponsors to ask questions and receive

guidance on filling out the application packet. Metro staff will also attend the appropriate Councils of Governments (COG) meetings in May/June 2023 to further inform eligible applicants regarding the program. Upon receipt of applications, applicants will have the opportunity to present their projects to the CAG for review and scoring. The CAG scores will be averaged with the Metro staff score to get the final score for the projects.

Changes in the Application

Equity

In alignment with Metro’s focus on equity and equitable benefits to marginalized communities, updates were made to the Net Toll Grant applications. In the updated application, points are given to projects that provide a targeted benefit to Equity Focused Communities (EFC) while providing improvements to mobility. Project points are specifically called out in the Mobility and Equity benefits section, but the entire application will be looked at with an equity focused lens. An equitable project plan will consider the circumstances impacting a community’s mobility and connectivity needs. The project eligibility area is 61% EFC on the I-110 corridor and 32% on the I-10 corridor.

Updated Application Format

To keep up with the modernization of workforce practices, the application will now be available and accepted in an electronic-only format. This update was requested by CAG members to help streamline the application process for project sponsors.

Funding Target Goals for Round 3

If the recommended guidelines are approved by the Metro Board as outlined above, the ROUND 3 expenditure plan will provide the following:

Draft Reinvestment Categories	Estimated Net Toll Revenues	Allocation Target Estima	
		Corridor)	
<i>Net Set-Aside</i>	\$52,250,000		
<b>Set-Aside (Caltrans)*</b>	<b>\$14,510,000</b>		
<b>Set-Aside (Reserve Fund)</b>	<b>\$6,000,000</b>		
<b>Set-Aside (Direct Allocation - Transit Ops)</b>	<b>\$31,740,000</b>		
<b>Grants Targets</b>	<b>\$72,550,000</b>	<b>I-110</b>	<b>I-10**</b>
<i>Allocation Target (40%- Transit Uses)***</i>	\$29,020,000	\$17,855,416	\$11,976,190
<i>Allocation Target (40%- System Connectivity)***</i>	\$29,020,000	\$17,855,416	\$11,976,190
<i>Allocation Target (20%- Roadway Improvements)***</i>	\$14,510,000	\$8,927,708**	\$5,988,095**
<b>TOTAL NET TOLL REVENUE</b>	<b>\$124,800,000</b>		
<b>GRANT FUNDS ALLOCATED</b>			

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\*The Caltrans allocation is based on 20% of Net Set-Asides for all other Target amounts and is contingent on a master operations and maintenance agreement signed by August 1, 2023. Re-allocation will be established by the Board if no agreement is reached.

\*\*An additional \$1,082,560 was applied to the I-110 net set-aside from a de-obligated project in Round 1. An additional \$920,475 was applied to the I-10 net set-aside from an unused allocation approved in Round 2.

\*\*\*Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs.

This expenditure plan addresses transit obligations, Caltrans set-aside (20% of the identified competitive total amount), and reserve funds, and looks ahead to funding agreements and work commencing in FY24, FY25, and FY26.

### Net Toll Grant Extensions

In July 2014, the Metro Board approved 20 projects totaling \$19,854,458 as part of the Round 1 Net Toll Revenue Grant Program. Of the 20 projects from Round 1, fourteen (14) have been completed, one (1) is being de-obligated per the project sponsors request, and five (5) are in progress and have expended partial funds.

In August 2016, the Metro Board approved 21 projects totaling \$27.9 million for funding as part of Round 2. Of those projects, nine (9) have been completed, nine are, and twelve (12) are in progress and have expended partial funds.

The Board policy calls for consideration of de-obligation of funding from project sponsors who have not met lapsing deadlines or have not used the entire grant amount to complete the project. This is not recommended, as the COVID-19 pandemic has impacted working environments and has brought financial hardship for many project sponsors resulting in additional delays in project implementation. Prior to the COVID-19 pandemic, many project sponsors expressed concern about staff turnover, labor shortages, and material availability. These issues were exacerbated as a result of the pandemic and have contributed to the majority of the delays. Consequently, staff is recommending a two-year extension from the current month and year of lapsing for the seventeen (17) projects in Attachment D. Staff continues to work directly with the sponsors and have established additional procedures to ensure that progress is made and the projects will be completed.

### Transit Service

Continued funding of the direct allocation is recommended to subsidize the incremental operating costs of the transit service deployed to support the Metro ExpressLanes. The transit agencies that receive this direct allocation are Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's J (Silver) Line service. These transit enhancements are a benefit for commuters and other riders by providing more travel choices and reducing congestion on the ExpressLanes.

During the height of the COVID-19 pandemic, transit service levels for the lines serviced by direct allocation were reduced in FY21 by as much as 29% from FY20. The reductions were made as a result of the decline in bus ridership. As transit providers continue to deal with COVID-19 pandemic uncertainties, the ridership projections remain speculative for the coming fiscal year. The proposed revenue miles for FY23 are up to 7% higher than FY20 levels for the transit service providers. Staff proposes allocating up to \$7,935,000 annually to address transit services provided by agencies in FY22 and FY23 to subsidize transit service dependent on the level of services provided. Prior year funding for transit has been encumbered and is available to support the agreed upon level of service.



## **FINANCIAL IMPACT**

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. Funding of \$7,935,000 for incremental transit service is included in the FY22 and FY23 budget requests in project 405549 cost center 2220 (ExpressLanes). The cost center manager and Deputy Chief Operations Officer, Shared Mobility will be responsible for budgeting project and transit service expenditures in future years.

### Impact to Budget

There is no impact to the bus and rail operating and capital expenditures. Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action.

## **EQUITY PLATFORM**

The Net Toll Grant applications will award up to 10 points to projects that demonstrate a significant benefit to EFCs. The projects will be scored on their ability to show how the project will impact EFCs by use of demographic data where available. Project sponsors will collect the necessary data to evaluate the EFC impact and are required to provide before and after data upon completion of the project. Engagement and readiness points are also part of the original criteria and not included in the application updates.

Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment; therefore, we are recommending wherever possible for eligible applicants to partner with a non-profit organization to deliver projects. The system connectivity/active transportation application provides up to 10 points for partnering with a non-profit agency. The transit use/roadway improvements application provides up to 5 points for the partnership.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Metro ExpressLanes Net Toll Revenue aligns with Strategic Goals 1: Provide high-quality mobility options that enable people to spend less time traveling and 4: Transform LA County through regional collaboration and national leadership. ExpressLanes provide drivers and transit riders with the option of a more reliable trip while enhancing the overall operational efficiency of the freeway network and enabling collaboration among partners to implement mobility improvements.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve or defer approval of any of the requested actions. Staff does not recommend this option as the recommendations further the Board's objective of assuring that funds are optimally utilized and reinvested in mobility options within the region.

## **NEXT STEPS**

Upon adoption of the guidelines, staff will proceed as follows:

- Request Board approval and release grant application package: April 2023
- Meeting with COGs: May/June 2023
- Applicant workshops and meeting with CAGs: May/June 2023
- Application due date: August 2023 reflecting previous Board direction to provide 3 months for application preparation
- Evaluate applications/outreach: August 2023
- Seek Board Approval for recommended grants: October 2023

With Board approval, staff will formally notify and execute agreements with project sponsors and transit operators impacted by the time extension and transit allocation.

### **ATTACHMENTS**

Attachment A - Metro ExpressLanes Round 3 Net Toll Revenue Allocation Guidelines

Attachment B - Project Application - Transit Uses and Roadway Improvements

Attachment C - Project Application - System Connectivity/Active Transportation

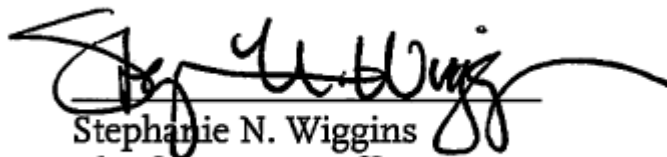
Attachment D - Project Eligibility Guidelines

Attachment E - Net Toll Revenue Grant Program Time Extension Project List

Attachment F - ExpressLanes Equity Focus Communities Map

Prepared by: Michel'le Davis, Sr. Manager, ExpressLanes (213) 418-3136  
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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins  
Chief Executive Officer

**Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Guidelines**

The generation of net toll revenues from the **Metro ExpressLanes program** offers a unique opportunity to advance the Long Range Transit Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have consistently shown to result in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

The guideline principles are summarized as follows:

1. Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. Establish a reserve fund consistent with the Board Approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes;
3. Direct allocation of revenue to support the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1X, Gardena Line 2, and Torrance Transit Line 4;
4. Direct allocation of revenue to Caltrans for Intelligent Transportation Systems (ITS), deck rehabilitation, on/off ramp and mainline improvements that benefit the ExpressLanes Corridors. Caltrans will be precluded from seeking additional funding from the competitive grant. 50% of Caltrans's funding will be tied to the agency's ability to meet agreed-upon timelines.
5. Net of set-asides identified in #2, #3, and 4 above, establish allocation targets of 40% for Transit Uses, 40% for Active Transportation, and 20% for Roadway Improvements to support sustainable transportation strategies; and
6. Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project or program.

Note: Guidelines would be amended by the Board to address changed circumstances such as the ability to bond against the toll revenues or any subsequent policy changes adopted by the Board.

## **Sustainability**

The LRTP and the CSPP identify principles and priorities to be advanced through a broad range of activities across all modes. The principles/priorities include:

- **Connect People and Places**
  - Access – Better integrating land-use and transportation planning to reduce trip lengths and increase travel choices
  - Prosperity – Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness
  - Green Modes – Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil
- **Create Community Value**
  - Community Development – Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity
  - Urban Greening – Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems
- **Conserve Resources**
  - Context Sensitivity – Build upon the unique strengths of Los Angeles County’s communities through strategies that match local and regional context and support investment in existing communities
  - System Productivity – Increase the efficiency and ensure the long-term viability of the multimodal transportation system
  - Environmental Stewardship – Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing

## **Eligible Uses**

The LRTP and CSPP identify a number of key concepts which will help outline eligible uses to reduce congestion on the I-10 and I-110 corridors:

- **Green Modes**

Green modes include active transportation, rideshare, and transit. Given that all three of these modes operate along the I-10 and I-110 corridors, this key concept would make expanded use of the above modes consistent with the Plan. Such projects include the addition of bicycle and pedestrian facilities, expanded park-n-ride facilities, expanded service span and/or increased levels of service.
- **Bundling Strategies for Greatest Impact**

The Metro ExpressLanes, as designed, seeks to increase mobility and person throughput through a series of integrated strategies (transportation demand management, transportation systems management, and multimodal capital investments) in specific corridors. This “bundling of strategies” as referred to in the CSPP has been consistently shown to result in more reliable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would exemplify guidance from the CSPP. Projects that demonstrate the ability to further link or expand the use of existing facilities such as complete streets improvements and first mile/last mile improvements are recommended.

- Network Optimization

One of the primary objectives of the ExpressLanes project is to better utilize existing capacity within a corridor by using dynamic pricing. This approach of network optimization through the use of data represents the future of transportation policy and planning. To that end, the Policy also identified the concept of network optimization as a key component of sustainability. Projects falling under this concept include complete streets, signal prioritization, real-time ride share matching, and other smart technology improvements.

- Act Regionally and Locally

The I-10 and I-110 are two of the busiest corridors in Los Angeles County. Given the regional significance of these corridors, improvements to these facilities as well as additional services utilizing these corridors should emphasize the varying needs of the corridors as well as needs of adjacent communities. Projects which can improve the connection of the local communities to the regional network will be essential to improving the quality of life in those neighborhoods as well as maximizing the potential of the corridors. Projects falling under this concept include first mile/last mile improvements, expanded park-n-ride facilities, expanded service span and/or increased levels of service, and urban greening initiatives which reduce pollution and improve the quality of life for residents.

Based on the key concepts, three project categories are recommended for the allocation of net toll revenues (excluding set-asides):

1. Transit Uses (40% of funds)

- Increased levels of service and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles
- Station enhancements and capacity improvements, including intelligent transportation system improvements
- Metro transit corridor projects serving ExpressLanes corridors

2. System Connectivity/Active Transportation (40% of Funds)

- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan

including investments that might support 3<sup>rd</sup> party mobility solutions (car-share, bike-share)

- Complete streets projects which emphasize multi-modalism
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements including on/off-ramp safety improvements, street crossings, and ADA-compliance improvements
- Infrastructure and programs to support the use of electric vehicles.
- Bus station improvements including enhanced bus shelters, real-time arrival information, and other related improvements
- El Monte Bus Maintenance facility
- Rideshare/Vanpool programs
- Park-n-Ride facility improvements including restrooms, lighting, and security.
- Landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable.

### 3. Highway Improvements (20% of funds)

- Intelligent transportation system improvements to manage demand
- Signal Synchronization programs
- On/off ramp improvements which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLanes corridors

**NOTE:** Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Highway Improvements are identified as goals, however the actual allocation of the funding will be based on the merits of the proposed projects and programs.

## **Project Evaluation Criteria**

### Implementation of Regional and Local Sustainability Plans and Policies

- The extent to which the project, program, or enhanced transit service supports the recommendations and goals for each transportation mode as stated in the LACMTA's adopted Long Range Transportation Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Extent to which the project, program, or enhanced transit service conforms to local plans to support the implementation of sustainable projects, including transit-oriented development and bicycle and pedestrian master plans

#### Matching Funds/Leveraging Funds

- Extent to which project, program, or enhanced transit service uses ExpressLanes funds to leverage additional local, state, and/or federal funds

#### Innovative Transportation Technology

- Extent to which the project, program, or enhanced transit service facilitates the adoption of zero and near-zero emission vehicles
- The degree to which the project, program, or enhanced transit service supports improved transportation systems management strategies

#### Sustainable Transportation

- Extent to which the project, program, or enhanced transit service increases mobility options to support car-free and/or one-car living
- Extent to which project, program, or enhanced transit service enhances transit coverage, frequency, and reliability within the corridor
- The project, program, or enhanced transit service's connectivity with and ability to complement nearby transit projects
- The degree to which the project, program, or enhanced transit service provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries
- Extent to which project, program, or enhanced transit service gives priority to transit and active transportation modes
- Extent to which the project, program, or enhanced transit service increases the mode share of transit services operating within the corridor
- The degree to which the project, program, or enhanced transit service provides additional resources for transportation demand management strategies to reduce solo driving
- The degree to which the project, program, or enhanced transit service promote the Metro ExpressLanes.

#### Cost Effectiveness

- The project, program, or enhanced transit service's cost effectiveness in relationship to the total project cost
- The applicant's demonstrated commitment to covering life-cycle operational and maintenance expenses

#### **Recommended Standard Project Requirements**

- Project, program, or enhanced transit service must operate along or within three miles of either the I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) or the I-10 Corridor (between the Alameda Street on the West and the El Monte Transit Center to the east) or provide regionally significant improvements for the 110 or 10 Corridor.

- Project, program, or enhanced transit service must provide direct operational benefits to the operation of the ExpressLanes and/or transit service within the corridors.
- Project, program, or enhanced transit must incorporate, to the extent possible, utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.
- Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and Metro. Transportation-related public joint powers authorities must be sponsored by one of the above public agencies. All applicants must be in compliance with Maintenance of Effort requirements.
- Timely Use of Funds provision: project sponsors must execute their funding agreement within six months of receipt of the agreement from Metro and begin expenditure of funds within one year of executing the agreement to avoid potential lapsing of the funds.
- If applicant is seeking funding for transit operations or highway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor.
- Applicants must maintain their existing commitment of local, discretionary funds for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- Monies cannot be used to supplant, replace, or reduce the project sponsor's previously required match in Metro's Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."



**ATTACHMENT B**

MTA Use Only: Project #: _____ Category: _____
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**Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Grant Program:  
Transit Uses & Roadway Improvements**

**Required Documentation:**

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

**Submit one (1) USB drive or emailed PDF packet to MTA to the following address:**

**LACMTA  
Attn: Michel’le Davis  
One Gateway Plaza  
Mail Stop 99-11-1  
Los Angeles, CA 90012**

**DAVISMI@metro.net**

**I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.**

<b>Name (Print Name):</b>	<b>Title:</b>
<b>Signature:</b> (signature of authorized signatory of applicant)	<b>Date:</b>

**Project Category –Select one**  
**(For more information, please see Project Eligibility Guidelines)**

<b>Transit Uses:</b> <input type="checkbox"/>	<b>Roadway Improvements:</b> <input type="checkbox"/>
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**Project Name:**

<b>Lead Agency:</b>	
<b>Address:</b>	
<b>Contact Person/Title:</b>	
<b>Phone:</b>	
<b>Email Address:</b>	

**If joint project – include partner agency information below:**

<b>Agency:</b>	
<b>Contact Person/Title:</b>	
<b>Phone:</b>	
<b>Email Address:</b>	

**If partnering with Non-Profit Agency – include information below:**

<b>Non-profit Agency:</b>	
<b>Contact Person/Title:</b>	
<b>Phone:</b>	
<b>Email Address:</b>	

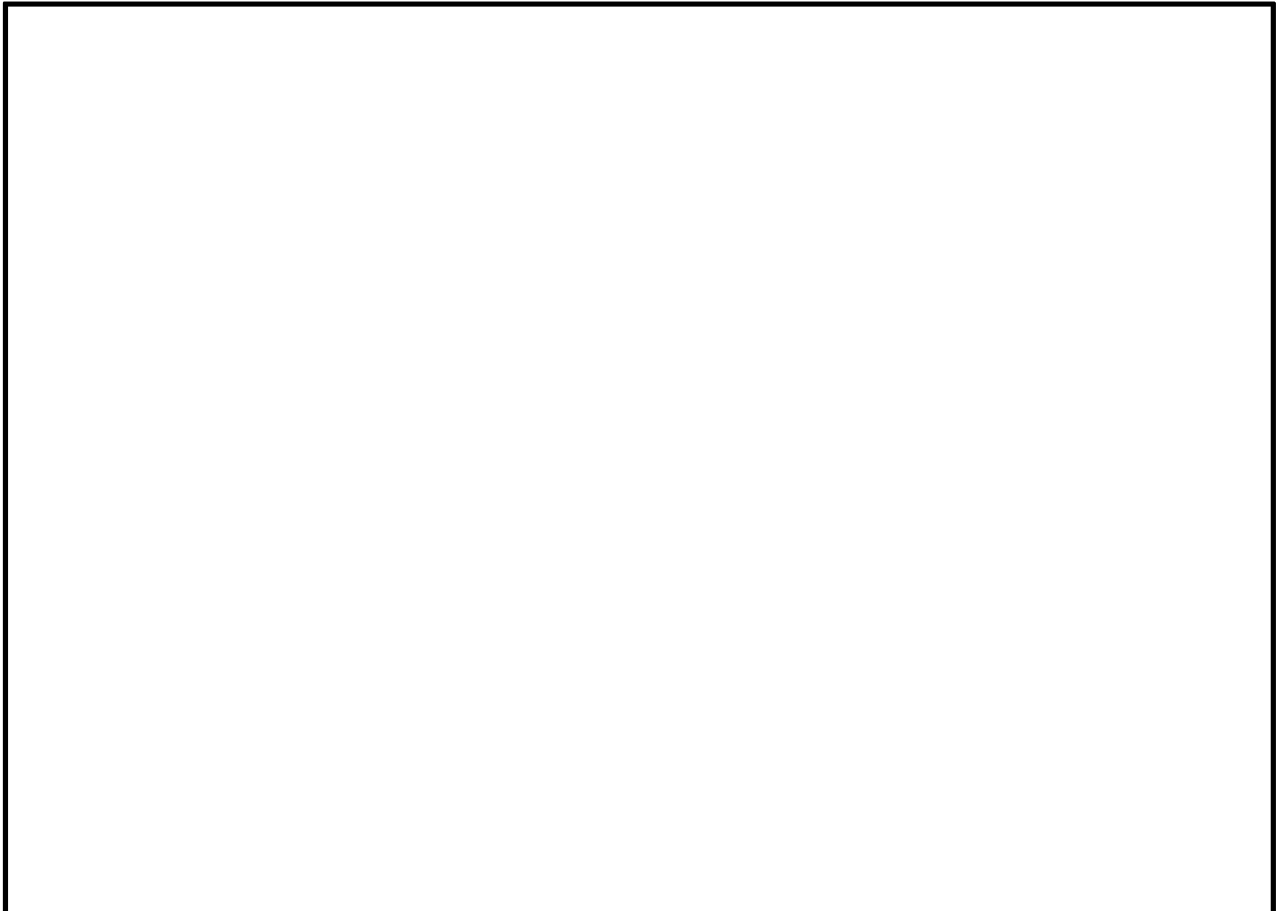
<b>Agency Priority Ranking:</b>	
<ul style="list-style-type: none"> <li><b>If submitting more than 1 project</b></li> </ul>	

## **PART A**

### **1- PROJECT LOCATION / PROJECT LIMITS:**

A large, empty rectangular box with a black border, intended for the user to provide details about the project location and its limits.

### **2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)**

A large, empty rectangular box with a black border, intended for the user to provide a clear and concise summary of the project description.



**3- PROJECT FUNDING:**

<b>Phase/Deliverable</b>	<b>Funds Requested</b>	<b>Local Match – Cash*</b>	<b>Local Match - In-Kind</b>	<b>Sub Total Cost</b>

<b>Total Project Cost</b>	
---------------------------	--

\* Specify Source of Local Cash Match \_\_\_\_\_

**4- LOCAL SUPPORT:**

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

**5- BEFORE AND AFTER DATA:**

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

# **PART B**

## **1 MOBILITY AND EQUITY BENEFITS (Up to 25 points)**

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Significant benefits identified in Equity Focused Communities (EFC)
- Connects with & complements nearby transit projects
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
- Improves access between jurisdictional or community plan area boundaries
- Gives priority to transit & active transportation modes
- Increases the mode share of transit services operating within the corridor
- Provides additional resources for transportation demand management strategies to reduce solo driving
- Maximizes Person Throughput
- Reduces Vehicle Miles Traveled (VMT)

\*Up to 10 points given for projects that demonstrate a significant benefit to EFCs

**A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.**

**B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?**

**2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points) \***

**One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.**

**To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.**

**Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.**

**\* 5 points will be given to those applicants that partner with a non-profit agency**

**3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 15 points)**

**Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.**

**A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.**

**B. Describe how the project/program is consistent with the goals and policies included in the 2020 RTP/SCS. Reference the page number(s) of the Plan.**



**4 LOCAL MATCH (Up to 10 points)**

<b>Total Project Cost</b>	\$
<b>Funding Request</b>	\$
<b>Local Match – Cash</b>	\$
<b>Local Match – In-Kind</b>	\$
<b>Local Match – Percentage</b>	

\* Please attach an itemized cost estimate for all expenses based on an engineer's estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.

**Projects will be scored based on the amount of Local Match provided:**

<b>46% or more</b>	<b>10 points</b>
<b>41 – 45%</b>	<b>9 points</b>
<b>36 – 40%</b>	<b>8 points</b>
<b>31 – 35%</b>	<b>7 points</b>
<b>26 – 30%</b>	<b>6 points</b>
<b>21 – 25%</b>	<b>5 points</b>
<b>16 – 20%</b>	<b>4 points</b>
<b>11 – 15%</b>	<b>3 points</b>
<b>6 – 10%</b>	<b>2 points</b>
<b>1 – 5%</b>	<b>1 point</b>

**5 COST EFFECTIVENESS (Up to 10 points)**

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

**Example:**

Total Cost of Project - \$1,000,000  
Grant Amount Requested - \$800,000 = 1.25

1.25 x 10 (est. useful life of project in years) = 12.5 (cost effectiveness score)

**A. Provide your calculations below:**

**B. What is the expected functional life span of the proposed project (in years)? Please explain.**

**Points will be awarded based on the following cost effectiveness scores:**

<b>17+</b>	<b>10 points</b>
<b>13 - 16</b>	<b>8 points</b>
<b>9 - 12</b>	<b>6 points</b>
<b>5 - 8</b>	<b>4 points</b>
<b>1 - 4</b>	<b>2 points</b>

**6 SAFETY (Up to 10 points)**

**Describe the project's ability to remedy potential safety hazards. For example, the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.**

**7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)**

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

<b>Capital Projects</b>			
<b>Phase</b>	<b>Start (Month-Year)</b>	<b>End (Month-Year)</b>	<b>Actual (A) or Estimated (E) Schedule</b>
<b>Feasibility Study</b>			
<b>Environmental</b>			
<b>Design - Plans, Specifications &amp; Estimates (PS&amp;E)</b>			
<b>Right of Way (ROW)</b>			
<b>Construction</b>			
<b>Other</b>			
<b>Other</b>			
<b>Other</b>			

<b>Non-Capital Projects</b>			
<b>Task/Deliverables</b>	<b>Start (Month-Year)</b>	<b>End (Month-Year)</b>	<b>Actual (A) or Estimated (E) Schedule</b>

**ATTACHMENT C**

MTA Use Only: Project #: _____ Category: _____
------------------------------------------------------

**Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Grant Program:  
System Connectivity/Active Transportation**

**Required Documentation:**

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

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**LACMTA  
Attn: Michel’le Davis  
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Los Angeles, CA 90012  
Davismi@metro.net**

**I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.**

<b>Name (Print Name):</b>	<b>Title:</b>
<b>Signature:</b> (signature of authorized signatory of applicant)	<b>Date:</b>

**Project Name:**

--

<b>Lead Agency:</b>	
<b>Address:</b>	
<b>Contact Person/Title:</b>	
<b>Phone:</b>	
<b>Email Address:</b>	

**If joint project – include partner agency information below:**

<b>Agency:</b>	
<b>Contact Person/Title:</b>	
<b>Phone:</b>	
<b>Email Address:</b>	

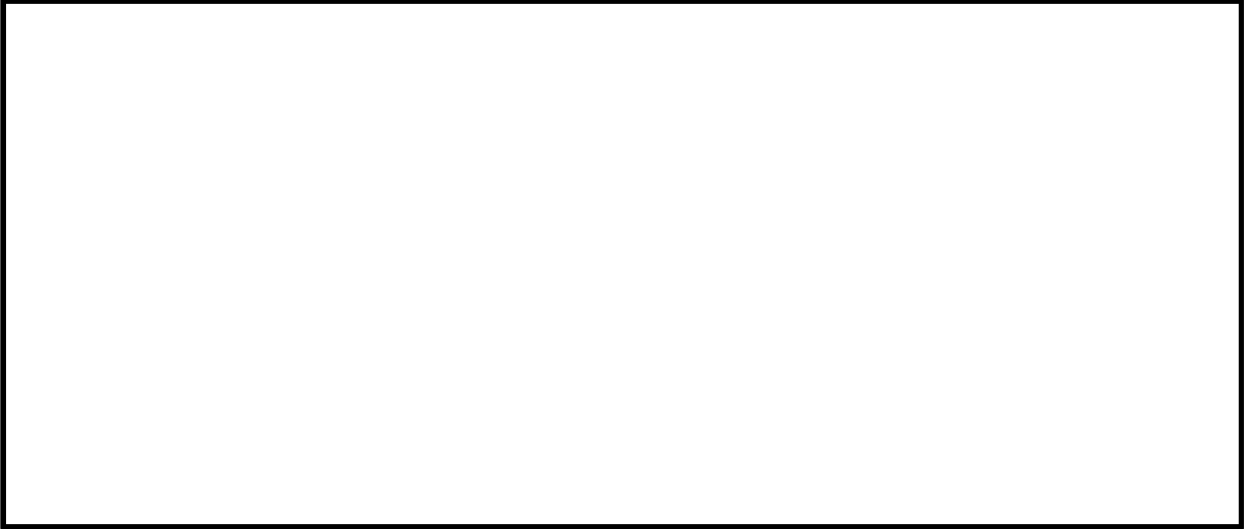
**If partnering with Non-Profit Agency – include information below:**

<b>Non-profit Agency:</b>	
<b>Contact Person/Title:</b>	
<b>Phone:</b>	
<b>Email Address:</b>	

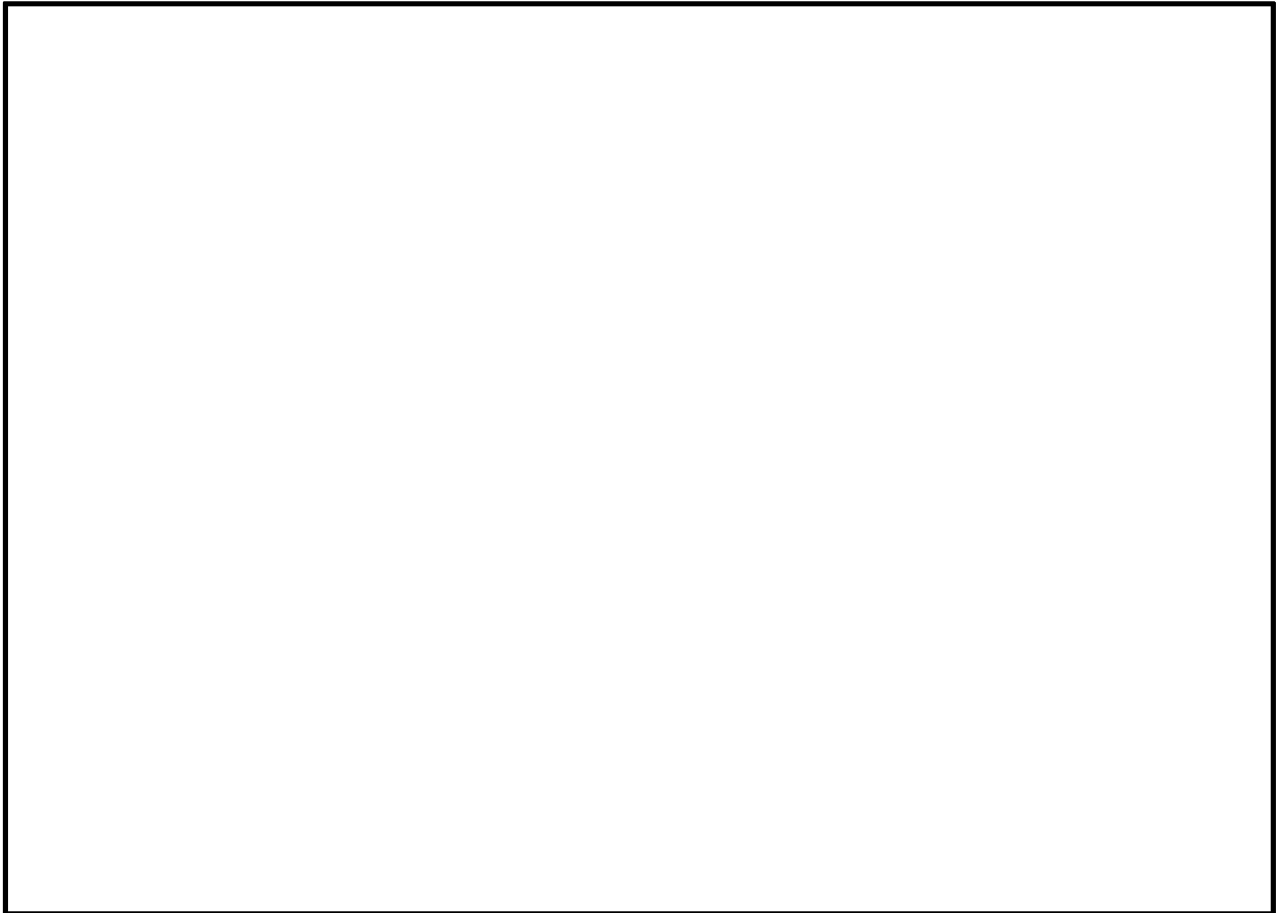
<b>Agency Priority Ranking:</b> <ul style="list-style-type: none"><li>• <b>If submitting more than 1 project</b></li></ul>	
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## **PART A**

### **1- PROJECT LOCATION / PROJECT LIMITS:**

A large, empty rectangular box with a black border, intended for the user to provide details about the project location and its limits.

### **2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)**

A large, empty rectangular box with a black border, intended for the user to provide a clear and concise summary of the project.





**3- PROJECT FUNDING:**

<b>Phase/Deliverable</b>	<b>Funds Requested</b>	<b>Local Match – Cash*</b>	<b>Local Match - In-Kind</b>	<b>Sub Total Cost</b>

<b>Total Project Cost</b>	
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\* Specify Source of Local Cash Match \_\_\_\_\_

**4- COMMUNITY SUPPORT:**

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

**5- BEFORE AND AFTER DATA:**

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

# **PART B**

## **1 MOBILITY AND EQUITY BENEFITS (Up to 20points)**

**All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:**

- **Increases mobility options to support car-free and /or one car living**
- **Enhances transit coverage, frequency, & reliability within the corridor**
- **Connects with & complements nearby transit projects**
- **Significant benefits identified in Equity Focused Communities (EFC)**
- **Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services**
- **Improves access between jurisdictional or community plan area boundaries**
- **Gives priority to transit & active transportation modes**
- **Increases the mode share of transit services operating within the corridor**
- **Provides additional resources for transportation demand management strategies to reduce solo driving**
- **Maximizes Person Throughput**
- **Reduces Vehicle Miles Traveled (VMT)**

**\*Up to 10 points given for projects that demonstrate a significant benefit to EFCs**

**A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.**

**B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?**

**2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points)**

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management

**3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 10 points)**

**Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.**

**A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.**

**B. Describe how the project/program is consistent with the goals and policies included in the 2020 RTP/SCS. Reference the page number(s) of the Plan.**

**4 LOCAL MATCH (Up to 10 points)**

<b>Total Project Cost</b>	\$
<b>Funding Request</b>	\$
<b>Local Match – Cash</b>	\$
<b>Local Match – In-Kind</b>	\$
<b>Local Match – Percentage</b>	

\* Please attach an itemized cost estimate for all expenses based on an engineer's estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.

**Projects will be scored based on the amount of Local Match provided:**

<b>46% or more</b>	<b>10 points</b>
<b>41 – 45%</b>	<b>9 points</b>
<b>36 – 40%</b>	<b>8 points</b>
<b>31 – 35%</b>	<b>7 points</b>
<b>26 – 30%</b>	<b>6 points</b>
<b>21 – 25%</b>	<b>5 points</b>
<b>16 – 20%</b>	<b>4 points</b>
<b>11 – 15%</b>	<b>3 points</b>
<b>6 – 10%</b>	<b>2 points</b>
<b>1 – 5%</b>	<b>1 point</b>

**5 COST EFFECTIVENESS (Up to 10 points)**

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

**Example:**

Total Cost of Project - \$1,000,000  
Grant Amount Requested - \$800,000 = 1.25

1.25 x 10 (est. useful life of project in years) = 12.5 (cost effectiveness score)

**A. Provide your calculations below:**

**B. What is the expected functional life span of the proposed project (in years)? Please explain.**

**Points will be awarded based on the following cost effectiveness scores:**

17+	10 points
13 - 16	8 points
9 - 12	6 points
5 - 8	4 points
1 - 4	2 points

**6 SAFETY (Up to 10 points)**

**Describe the project's ability to remedy potential safety hazards. For example, the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.**

**7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)**

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

<b>Capital Projects</b>			
<b>Phase</b>	<b>Start (Month-Year)</b>	<b>End (Month-Year)</b>	<b>Actual (A) or Estimated (E) Schedule</b>
<b>Feasibility Study</b>			
<b>Environmental</b>			
<b>Design - Plans, Specifications &amp; Estimates (PS&amp;E)</b>			
<b>Right of Way (ROW)</b>			
<b>Construction</b>			
<b>Other</b>			
<b>Other</b>			
<b>Other</b>			

<b>Non-Capital Projects</b>			
<b>Task/Deliverables</b>	<b>Start (Month-Year)</b>	<b>End (Month-Year)</b>	<b>Actual (A) or Estimated (E) Schedule</b>



**8 NON-PROFIT AGENCY PARTNERSHIP (Up to 10 points)**

**Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment Non-profits provide is a basis to maximizing public engagement, positive behavior change, and community commitment.**

<b>Partnering with a 501 (c)(3) non-profit entity</b>	<b>Yes</b>	<b>No</b>	<b>10 points</b>
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- **Please provide the Non-Profit's Name and IRS determination letter.**

**Round 3 - Congestion Reduction  
ExpressLanes Net Toll Revenue Re-Investment Grant  
Project Eligibility Guidelines**

**I. Overview**

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have resulted in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

**II. Eligible Applicants**

Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible.

**III. Eligible Projects**

To be eligible for funds, the project/program must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) (see attached map). A project/program beyond the 3 mile radius will also be eligible if it can be determined that it is regionally significant and provides a direct benefit to the

I-10 or I-110 corridors. Regional significance is defined as those projects that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, the Metro Countywide Sustainability Planning Policy and Implementation Plan, or other relevant sub-regional plan.

Projects and programs are recommended for three categories to promote the LRTP and sustainable transportation strategies as an integral enhancement to the Metro ExpressLanes. A category for Transit Use is recommended because operation of high frequency transit and feeder service as well as transit capital improvements have proven to be effective in creating mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation primarily serves to improve bicycle and/or pedestrian infrastructure and to improve system connectivity between transit and the state highway. This category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operational activities associated with Active Transportation projects. A category for roadway improvements is recommended to encourage operational and system improvements to the adjacent roadways rather than focusing on improvements through expansion.

a) Transit Uses - eligible projects include:

- Purchase of new bus or commuter rail vehicles for service enhancement or new service
- Fare subsidy/operating subsidy
- Station enhancements and capacity improvements, including enhanced bus shelters, real-time arrival information, ticket vending machines (TVM) and other related improvements
- Regional Bus Maintenance facility improvements
- Transit corridor projects serving ExpressLanes corridors
- Rideshare/Vanpool programs (\* May qualify for System Connectivity/Active Transportation funding if project creates shorter length trips of 3 miles or less.)

b) System Connectivity/Active Transportation – eligible projects include:

- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan including investments that might support 3<sup>rd</sup> party mobility solutions (car-share, bike-share)
- Complete Streets projects which emphasize multi-modalism and consider the needs of motorists, pedestrians, transit users, bicyclists, commercial and emergency vehicles

- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements such as street crossings and ADA-compliance improvements
- Operating subsidy for bike parking, bike-share, and car-share
- Infrastructure and programs to support the use of electric vehicles
- Park-n-Ride facility improvements including restrooms, lighting, and security

c) Roadway Improvements

- Intelligent transportation system improvements to manage demand
- On/off ramp improvements connecting to city streets which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or which provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLane corridors

To the extent possible, applicants must utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.

If applicant is seeking funding for transit operations or roadway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor. Funding cannot be used to supplant existing service.

Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.

#### IV. Project Selection Process

Projects will be evaluated based on the following criteria:

<b>Transit Uses and Roadway Improvements:</b>
<b>A. Mobility Benefits (up to 25 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs</b>
<b>B. Innovative Transportation Technology, Practices and Strategies (up to 15 points) *5 points will be given to those applicants that partner with a non-profit agency.</b>
<b>C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)</b>
<b>D. Local Match (up to 10 points)</b>
<b>E. Cost Effectiveness (up to 10 points)</b>
<b>F. Safety (up to 10 points)</b>
<b>G. Project Implementation Readiness (up to 15 points)</b>

<b>System Connectivity/Active Transportation:</b>
<b>A. Mobility Benefits (up to 20 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs</b>
<b>B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)</b>
<b>C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)</b>
<b>D. Local Match (up to 10 points)</b>
<b>E. Cost Effectiveness (up to 10 points)</b>
<b>F. Safety (up to 10 points)</b>
<b>G. Project Implementation Readiness (up to 15 points)</b>
<b>H. Non-profit Partnership (up to 10 points)</b>

#### V. Funding Priorities

Baseline targets of 40% of available funds for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs received.



## VI. Eligible Costs

Eligible costs are development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

## VII. Non-Eligible Costs

Costs such as office equipment, furniture, office leases or space cost allocations or similar costs, applicant staff overtime costs, mileage reimbursements, and travel costs.

## VIII. Other Conditions

- Applicants must maintain their existing commitment of local, discretionary funds for street and roadway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- All applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Grant funds received cannot be used to supplant, replace, or reduce the project sponsor's previously required match for any other grant program including Metro's Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."
- PSR/PDS and PSRE – For projects that include a construction element, an approved Project Study Report/Project development Support (PSR/PDS) or Project Study Report Equivalent (PSRE) **is not required**.
- Project Funding Request Caps – there are no project funding request caps for any of the 3 categories.

- All project funding provided will be local funds. There are no federal or state dollars available through this program.
- All approved projects will adhere to Metro’s Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.
- Quarterly Progress /Expenditure Reports – All applicants that receive funding will be required to submit to Metro a Quarterly Progress/Expenditure Report based on this schedule:

<b>Quarter Ending</b>	<b>Quarterly progress/Expenditure Report Due to Metro</b>
March 31 <sup>st</sup>	May 31 <sup>st</sup>
June 30 <sup>th</sup>	August 31 <sup>st</sup>
September 30 <sup>th</sup>	November 30 <sup>th</sup>
December 31 <sup>st</sup>	February 28 <sup>th</sup>

- Audits – All grant program funding is subject to Metro audit. The findings of the audit are final.

**IX. Schedule (dates are estimated and may change)**

Board Approval of Application Package	April 2023
Distribution of Application Package	April 2023
Applicant Workshop	May 2023
Deadline for Grant Submissions	August 2023
Presentation of Projects to CAGs	August 2023
Recommendation of Projects to Metro Board for Approval	October 2023



## **X. General Administrative Conditions**

### **a) Duration of Project**

Project schedules must demonstrate that the project can be completed within 36 months of award.

Memorandum of Understanding (MOU) – Each awarded applicant must execute a memorandum of Understanding (MOU) with LACMTA which includes the statement of work, financial plan reflecting any local match provided (if applicable), schedule of milestones and deliverables. The schedule and milestones must reflect the **project will be completed within 36 months** from the date of award.

### **b) Grant Agreement Lapsing Policy**

Grantee must demonstrate timely use of the Funds by:

- (i) Executing a grant Agreement within **six (6) months** of receiving formal transmittal of the grant agreement boilerplate;
- (ii) Begin expenditure of funds within one **(1) year** of executing the agreement to avoid potential lapsing of funds;
- (iii) Meeting the Project milestones due dates as stated in the Statement of Work;
- (iv) Timely submittal of the Quarterly Progress/Expenditure Reports; and
- (v) Invoicing of all expenditures incurred within forty two **(42) months** from the date funds are available

If the Grantee fails to meet any of the above conditions, the Project may be considered lapsed and may be submitted to the Board for deobligation.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of the annual Net Toll Re-investment Grant Deobligation process and the Funds may be deobligated and reprogrammed to another project by the Board.

Administrative extensions may be granted under the following conditions:

- (i) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc.). Inadequate staffing shall not be considered a basis for administrative extensions.

(ii) Project delay due to an action that results in a change in scope or schedule that is mutually agreed upon by Metro and the project sponsor prior to the extension request.

(iii) Project fails to meet completion milestone; however, public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.

Appeals to any recommended deobligation will be heard by a Metro appeals panel.

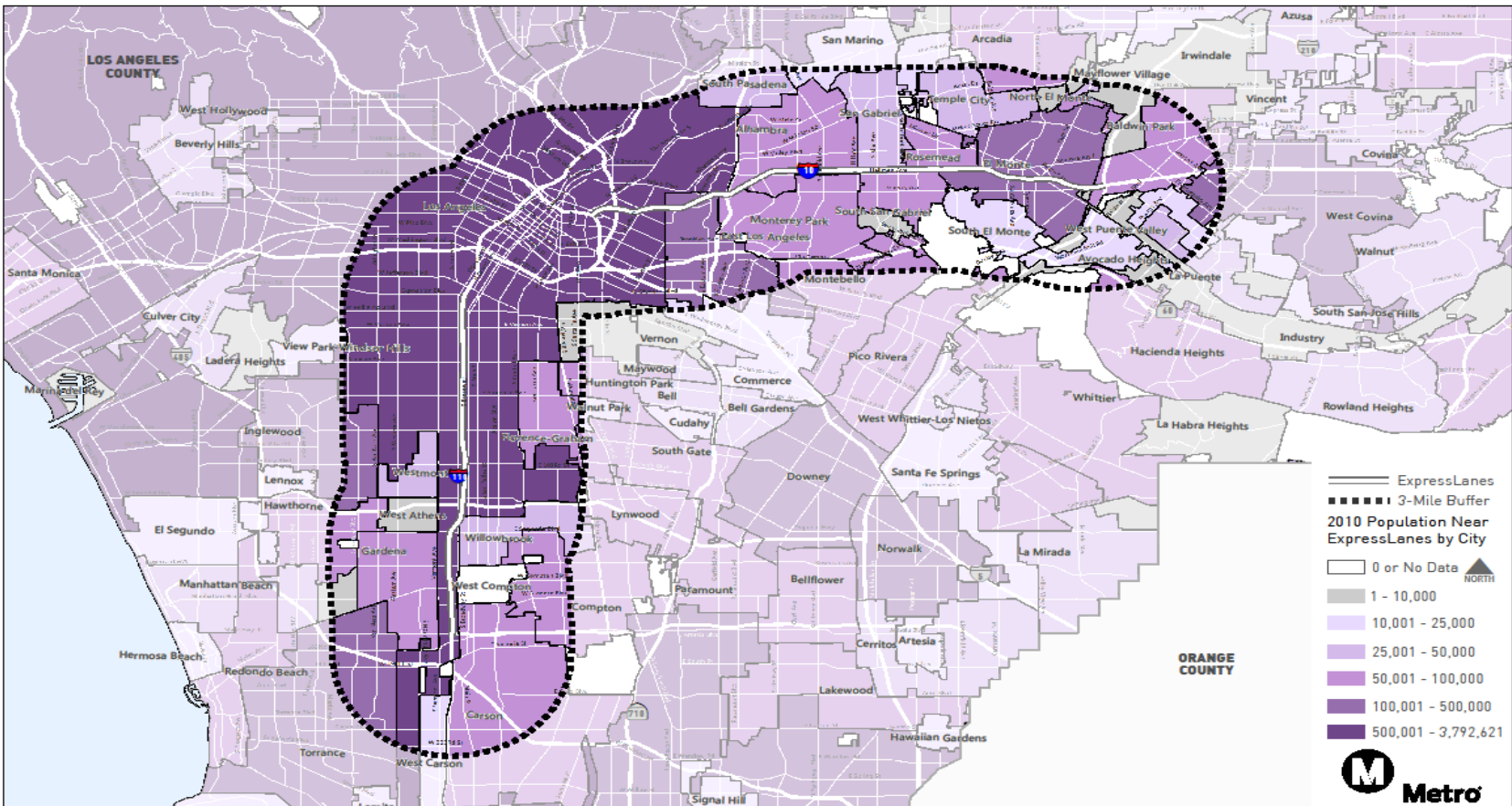
If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

#### **XI. New Program Requirements:**

- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment; therefore, we are recommending wherever possible for eligible applicants to partner with a non-profit organization to deliver projects/programs. Collaborating with community based organizations (CBOs) in the planning and operations of public agencies increases equitable outcomes, public participation and can foster trust between the community and public agencies. Metro's CBO Strategy Recommendations establishes consistent and equitable processes for Metro to utilize across the agency when directly or indirectly engaging CBOs for professional services. The Strategy can be found at [CBO-Partnering-Strategy.pdf \(dropbox.com\)](#).
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.

- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro’s Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.





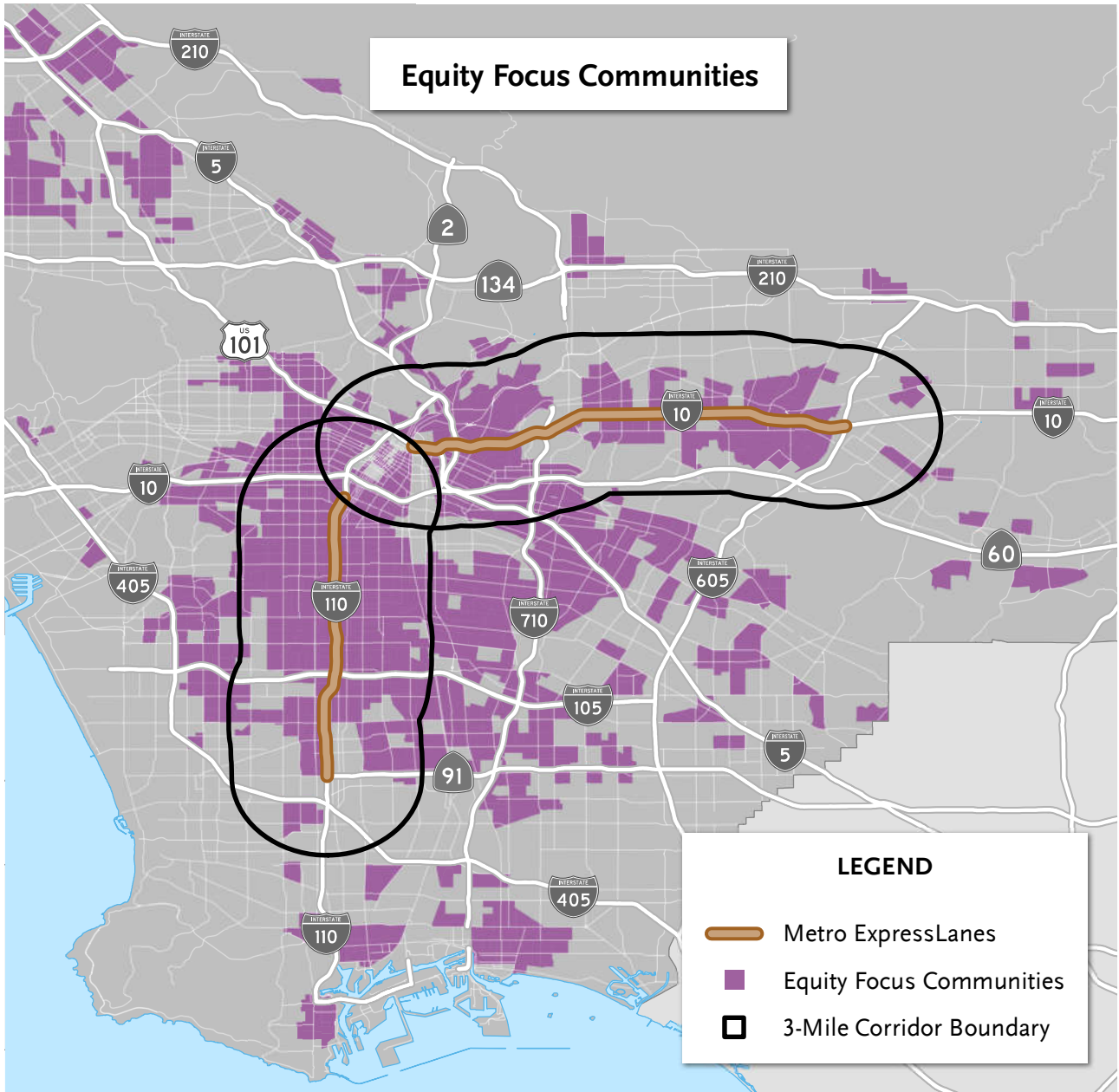
Round 1 – Net Toll Revenue Grant Project List

Attachment E

Project ID	Corridor	Sponsor	Project Name	Funding	Amount Spent	Prior Lapsing Dates	New Proposed Lapsing Date
MX201406	I-110	City of Carson	Dominguez Channel Bike & Pedestrian Path	\$ 1,259,000	\$319,536	June 2019 June 2020 June 2021	6/8/2023
MX201418	I-110	Torrance Transit	Torrance Transit Expansion of Line #1 and Line #4 HOTLane Service	\$ 2,235,991	\$16,690	Oct. 2019 Oct. 2020 Oct. 2021	10/27/2023
MX201402	I-10	Caltrans	Express Lanes Corridors Incident Management Improvements Project	\$ 480,000	\$348,167	Nov 2019 Nov 2020 Nov 2021	11/4/2023
MX201407	I-10	City of El Monte	Santa Anita Avenue Active Transportation for El Monte Station and Downtown El Monte	\$ 633,782	\$408,304	Oct. 2019 Oct. 2020 Oct. 2021	10/5/2023
MX201420	I-10	City of Los Angeles	Cesar Chavez Great Street	\$ 435,000	\$435,000 (pending complete)	July 2019 July 2020 July 2021	7/27/2023

**Round 2 – Net Toll Revenue Grant Project List**

<b>Project ID</b>	<b>Corridor</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Funding</b>	<b>Amount Spent</b>	<b>Prior Lapsing Dates</b>	<b>New Proposed Lapsing Date</b>
MX201425	I-110	Long Beach Transit	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express)	\$ 600,000	\$428,812	8/2/2021	8/2/2023
MX201426	I-110	City of Carson	Carson Rapid Bus Priority System	\$ 584,150	\$166,185	9/15/2021	9/15/2023
MX201427	I-110	Torrance Transit	Torrance Transit Line #4 Express Buses and Relief Vehicles	\$ 960,000	NA	9/21/2021	9/21/2023
MX201430	I-110	City of Carson	I-110 Freeway Arterial Improvements	\$ 1,760,000	\$53,449	11/16/2021	11/16/2023
MX201431	I-110	City of Gardena Transit	Garden Transit Innovative ITS Rollout	\$ 1,375,000	\$836,517	10/20/2021	10/20/2023
MX201433	I-110	County of Los Angeles	Vermont Green Line Intersection Improvement Project	\$ 1,626,000	\$654,319	11/9/2021	11/9/2023
MX201434	I-110	City of Los Angeles	I-110 Corridor Revitalization - Grand Avenue/Flower Avenue	\$ 1,231,000	\$387,528	11/25/2021	11/25/2023
MX201436	I-110	City of Carson	Dominguez Channel Bike Path Improvements	\$ 1,299,478	\$229,992	1/6/2022	1/6/2024
MX201440	I-10	County of Los Angeles	Whittier Blvd Transit Priority Project	\$ 516,600	\$305,908	12/19/2021	12/19/2023
MX201442	I-10	City of Los Angeles	Vision Zero I-10 Corridor Area Traffic Signal Improvements	\$ 776,000	\$548,805	9/21/2021	9/21/2023
MX201443	I-10	County of Los Angeles	Eaton Wash Bike Path - Phase 1	\$ 3,100,000	\$1,827,545	9/21/2021	9/21/2023
MX201444	I-10	City of Los Angeles	Sixth Street Viaduct Mission/Myers Roundabout Project	\$ 1,796,000	\$1,769,673	9/22/2021	9/22/2023



# **METRO EXPRESSLANES**

Net Toll Revenue Grants – Round 3

APRIL 20, 2023



Metro



# Net Toll Revenue Grant Background



State law requires net toll revenues generated from the ExpressLanes program be reinvested for transportation improvements in the corridor where generated.



Increase mobility and person throughput through the implementation of integrated strategies that enhance:

- Transit Operations
- Transportation Demand Management
- Transportation Systems Management
- Active Transportation
- Capital Investments

# Net Toll Revenue Grant Background

## (Round 1)

- 20 projects (14 completed, 1 de-obligated, 5 in progress)
- \$19.8 million in grants

**July 2014**

**Aug. 2016**

## (Round 2)

- 21 projects (9 completed, 12 in progress)
- \$27.9 million in grants

# Reinvestment Guidelines

## Set-aside

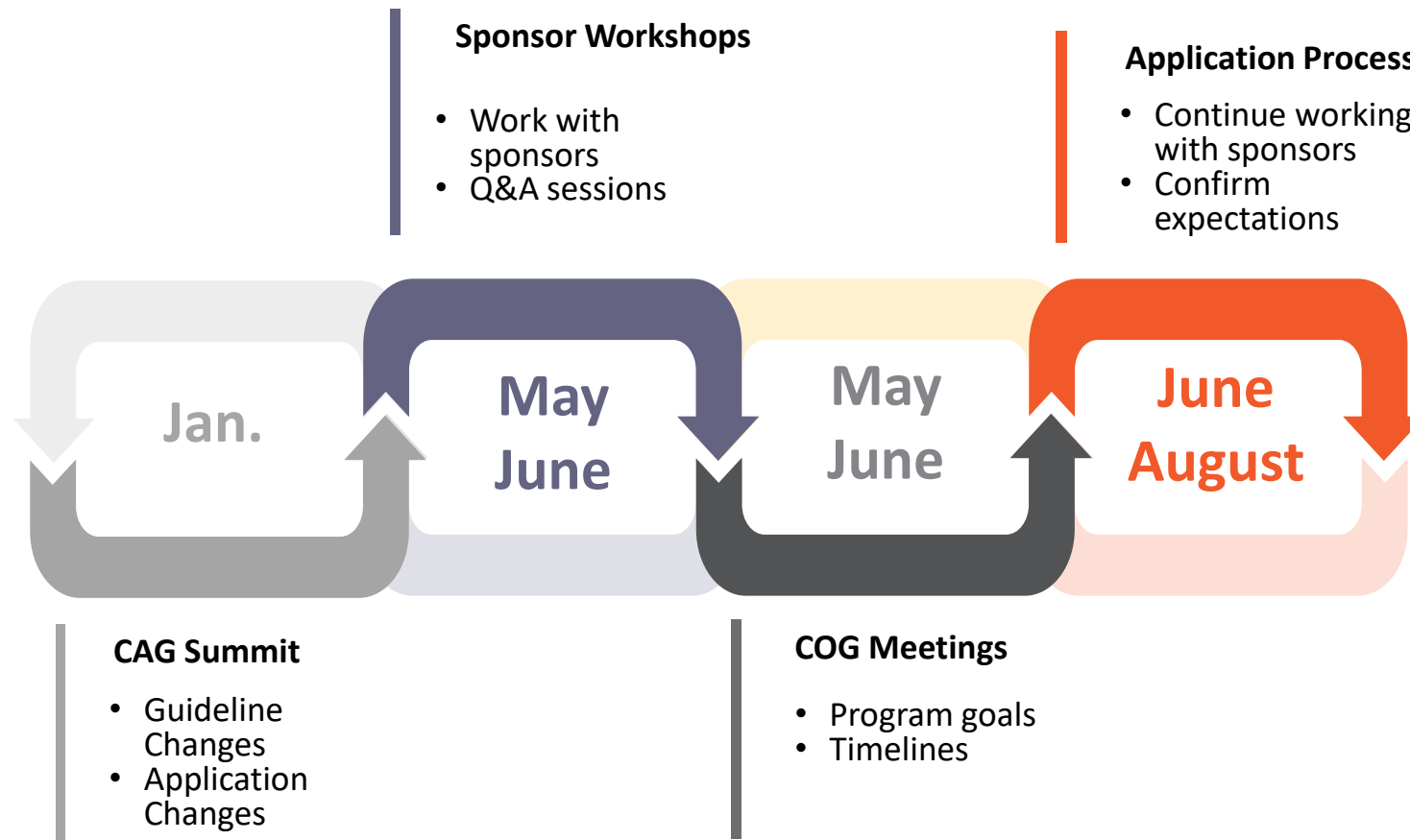
- Caltrans' projects in the corridor
- Transit Operations
  - Foothill Transit
  - Torrance Transit
  - Gardena Municipal Bus Lines
  - Metro's J (Silver) Line
- Reserve Fund

## Competitive Grant

- Transit Uses (40%)
- System Connectivity (40%)
- Roadway Allocation (20%)

Equity focus across all targets

# Outreach



# Net Toll Revenue Grant

Draft Reinvestment Categories	Estimated Net Toll Revenues	Allocation Target Estimate (per Corridor, includes prior round adjustments**)	
		I-110	I-10**
<b>Net Set-Aside</b>	<b>\$52,250,000</b>		
Set-Aside (Caltrans)*	\$14,510,000		
Set-Aside (Reserve Fund)	\$6,000,000		
Set-Aside (Direct Allocation - Transit Ops)	\$31,740,000		
<b>Grant Targets</b>	<b>\$72,550,000</b>		
Allocation Target (40%- Transit Uses)***	\$29,020,000	\$17,855,416**	\$11,976,190**
Allocation Target (40%- System Connectivity)***	\$29,020,000	\$17,855,416**	\$11,976,190**
Allocation Target (20%- Roadway Improvements)***	\$14,510,000	\$8,927,708**	\$5,988,095**
<b>TOTAL NET TOLL REVENUE GRANT FUNDS ALLOCATED</b>	<b>\$124,800,000</b>		

\* Caltrans allocation contingent on a master operations and maintenance agreement signed by August 1, 2023.

\*\*An additional \$1,082,560 was applied to the I-110 net set-aside from a de-obligated project in Round 1. An additional \$920,475 was applied to the I-10 net set-aside approved in Round 2.

\*\*\*Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements.

# Next Steps

- Request Board approval and release grant application package: April 2023
- Meeting with COGs: May/June 2023
- Applicant Workshop and meeting with CAGs: May/June 2023
- Application Due Date: August 2023
- Evaluate application/outreach: August 2023
- Seek Board Approval for recommended grants: October 2023

# Recommendation

- A. APPROVING the guidelines and project eligibility for Round 3 of the ExpressLanes Net Toll Revenue Allocations (Attachments A and D); and
- B. APPROVING the Metro ExpressLanes Round 3 Net Toll Revenue Grant Applications (Attachments B and C).
- C. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 and Round 2 Net Toll Revenue projects' lapsing dates by two years. (Attachment E).