



Metro

Board Report

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

File #: 2025-0924, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
OCTOBER 23, 2025**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 25, 2025.



MINUTES

Thursday, September 25, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Fernando Dutra, Chair
Kathryn Barger, 2nd Vice Chair**

**Janice Hahn
Lindsey Horvath**

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts, 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, 8, 9, 12, 13, 21, 22, 27, 28, 29, 32, 33, 34, 37, and 39.

Consent Calendar items were approved by one motion except item 29, which was held by a Director for Discussion and/or separate action.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

**Voting Deviations:*

Item 22 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES

2025-0838

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 24, 2025 and the Special Board Meeting held September 17, 2025.

3. SUBJECT: REMARKS BY THE CHAIR

2025-0834

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	P	A	P	P	P	A	P	P	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2025-0835

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	P	A	P	P	P	A	P	P	P	P	A	P

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM

2025-0610

APPROVED ON CONSENT CALENDAR:

- A. ALLOCATING \$11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process, for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and
- B. APPROVING the 2025 Solicitation for Proposals for up to \$10,752,739 in FTA Section 5310 competitive funds.

6. SUBJECT: COUNTYWIDE CALL FOR PROJECTS

2025-0603

APPROVED ON CONSENT CALENDAR:

- A. DEOBLIGATING \$3.42 million of previously approved Call for Projects (Call) funding and held in reserve;
- B. changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);
- C. REALLOCATING:
 - 1. \$2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
 - 2. \$437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
 - 3. \$1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and
 - 4. \$2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

(continued on next page)

(Item 6 – continued from previous page)

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects.

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION **2025-0604**

APPROVED ON CONSENT CALENDAR:

A. APPROVING:

1. Programming an additional \$36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50);
2. Programming an additional \$23,996,052 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);
3. Programming an additional \$18,372,507 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50);
4. Programming an additional \$9,452,000 within the capacity of Measure R South Bay Transit Investments Program; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

8. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM CYCLE 2 **2025-0429**

APPROVED ON CONSENT CALENDAR:

- A. project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects;
- B. an additional \$5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from \$80,500,000 to \$85,500,000; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

9. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSION TRUCK PROGRAM IMPLEMENTATION **2025-0576**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
 - 1. Program \$2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;
 - 2. Program \$1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
 - 3. Receive \$3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
 - 4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

12. SUBJECT: PIPELINE UTILITY COOPERATIVE AGREEMENT

2025-0571

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or her designee to:

- A. EXECUTE a Utility Cooperative Agreement with Tesoro SoCal Pipeline Company, LLC to accommodate Metro's ongoing Projects; and
- B. NEGOTIATE and execute similar as-needed pipeline utility agreements with other pipeline company owners to accommodate necessary advance utility relocation design, construction and Metro's reimbursement terms to support Metro's ongoing Projects.

13. SUBJECT: CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP) SERVICES

2025-0583

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. ENTER into an Interagency Agreement with California Highway Patrol (CHP) for Construction Zone Enhancement Program (COZEEP) task order services, in an amount Not-to-Exceed \$16,350,000; and
- B. AUTHORIZE the CEO to negotiate and approve Contract Modifications, within and up to the authorized Life-of-Project budget for all projects under the COZEEP agreement.

21. SUBJECT: PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES

2025-0411

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to Contract No. PS75821000, with Carl Warren & Company, LLC (CWC), to exercise the first, two-year option in the amount of \$6,666,674, increasing the total contract value from \$12,148,152 to \$18,814,826, and to extend the period of performance from November 1, 2025, to October 31, 2027.

22. SUBJECT: GROUP INSURANCE PLANS

2025-0677

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2026.

27. SUBJECT: SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE **2025-0599**

ADOPTED ON CONSENT CALENDAR Service Policies and Standards Compliance Review for Title VI Program Update.

28. SUBJECT: 2025 TITLE VI PROGRAM UPDATE **2025-0622**

ADOPTED ON CONSENT CALENDAR Metro's 2025 Title VI Program Update.

29. SUBJECT: AMERICA'S NEXT SURFACE TRANSPORTATION AUTHORIZATION LEGISLATION **2025-0412**

ADOPTED AS AMENDED the USA BUILD Initiative as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L 117-58) that will expire on September 30, 2026.

HORVATH AND HAHN AMENDMENT:

- A. ADD to the USA BUILD Initiative advocacy for the reauthorization the Safe Streets for All Program (SS4A) and substantially increase the level of funding supporting local safety capital improvement projects;
- B. ADD to the USA BUILD Initiative advocacy for authorization to increase the transferability of federal highway-formula based revenues from 50% to 75%, providing enhanced flexibility in funding multimodal safety projects and transit capital projects; and
- C. ADD to the USA BUILD Initiative advocacy for the authorization of the distribution of CMAQ and STBG funds on a formula basis, ensuring the funds are allocated directly to Metro, providing more certainty and predictability in use of these funds, particularly supporting Metro's transit operations and transit capital projects.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

32. SUBJECT: APPOINTMENTS TO METRO SAN FERNANDO VALLEY AND WESTSIDE CENTRAL CITIES SERVICE COUNCILS **2025-0446**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils.

33. SUBJECT: HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES 2025-0617

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a one-year firm fixed price contract, Contract No. OP126710000, to Merak North America for the purchase of 18 P3010 Light Rail Vehicle (LRV), Heating Ventilation Air Conditioning (HVAC) Assemblies in the amount of \$1,408,500, effective date September 29, 2025, subject to the resolution of any properly submitted protest(s), if any.

34. SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL 2025-0616

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) \$3,120,000, subject to the resolution of any properly submitted protest(s), if any.

37. SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES 2025-0437

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 19 to Contract No. OP30433488, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH) for the A650 Heavy Rail Vehicle (HRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) amount by \$11,930,792 from \$8,615,474 to \$20,546,266, and extending the period of performance from October 5, 2025, to June 30, 2031; and
- B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

39. SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT QUARTERLY UPDATE 2025-0445

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the quarterly update on the Transit Community Public Safety Department (TCPSPD) Implementation Plan; and
- B. AUTHORIZING the resolution affirming Metro's commitment to meet the minimum recruitment and training standards set by the California Commission on Peace Officer Standards and Training (POST), as required for membership in the POST Program.

**44. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY
FOR EAST SAN FERNANDO VALLEY LIGHT RAIL
TRANSIT PROJECT**

2025-0596

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire Improvements Pertaining to Realty ("IPR") for the properties described as follows:

1. 14646 Raymer Street, Van Nuys, CA 91405, APN: 2210-025-007; ESFV-E-012-1 (E-012) (IPR); and
2. 14704 - 14714 Raymer Street, Van Nuys, CA 91405 and 14701 - 14707 Keswick Street, Van Nuys, CA 91405, APN: 2210-025-010; ESFV-E-014-1(E-014) (IPR).

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

45. SUBJECT: CLOSED SESSION

2025-0836

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

(1)

1. Julio Eckstein v. LACMTA., Case No. 22STCV36250

APPROVED settlement in the amount of \$232,617.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

2. Sargis Jaytayan, et al. v. LACMTA, LASC Case No. 21STCV23652

APPROVED settlement in the amount of \$4,200,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

3. Daniel Joseph Morales v. LACMTA, LASC Case No. 21STCV32726

APPROVED settlement in the amount of \$260,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	C	Y	Y	A	Y	Y	Y	Y	A	Y

(continued on next page)

(Item 45 – continued from previous page)

4. Joshua Payton v. LACMTA, LASC Case No. 20STCV24719

APPROVED settlement in the amount of \$1,750,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: Fred Harvey Restaurant, Union Station West located at FH-101,
Union Station, 800 N Alameda Street, Los Angeles
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Everywhere Beer Group, LLC, 1501 W. Orangewood
Ave., Suite 101, Orange, CA 92868-2030
Under Negotiations: Price and Terms

No report.

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

(1)

1. Skanska-Traylor-Shea v. LACMTA, LASC Case No. 24STCV20222

No report.

D. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (Two cases)

No report.

E. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4) (D)

Initiation of Litigation (One case)

No report.

F. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector
General, Chief Ethics Officer

No report.

ADJOURNED AT 1:59 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

A handwritten signature in black ink, appearing to read 'Collette Langston', written over a horizontal line.

Collette Langston, Board Clerk



EARTHJUSTICE

BECAUSE THE EARTH NEEDS A GOOD LAWYER

180 STEUART ST., #194330

SAN FRANCISCO, CA 94105

T: (415) 217-2000 F: (415) 217-2040

EARTHJUSTICE.ORG

September 24, 2025

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

RE: General Comments – Electric Transit Bus Deployment by 2028

Dear Chair Dutra and Members of the Board:

On behalf of Earthjustice supporters, please find attached the names of 500 individuals calling on LA Metro's leadership to use the 2028 Olympic and Paralympic Games as a catalyst for transit bus electrification. Our supporters urge you to deploy at least 1,175 electric transit buses and electrify seven Metro divisions by the 2028 Games. Please find below the letter Earthjustice supporters signed.

RE: Electrify our buses!

Dear Los Angeles Metro Board,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. **This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos.** Without dramatic action, Los Angeles will be the outlier of host cities. *All* recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will clean up Los Angeles' dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air

pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers.

More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. **That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games.** Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

[undersigned]

I have also attached the personalized comments of 35 supporters, all of which I hope you will read and consider.

Thank you for your time and attention to this matter.

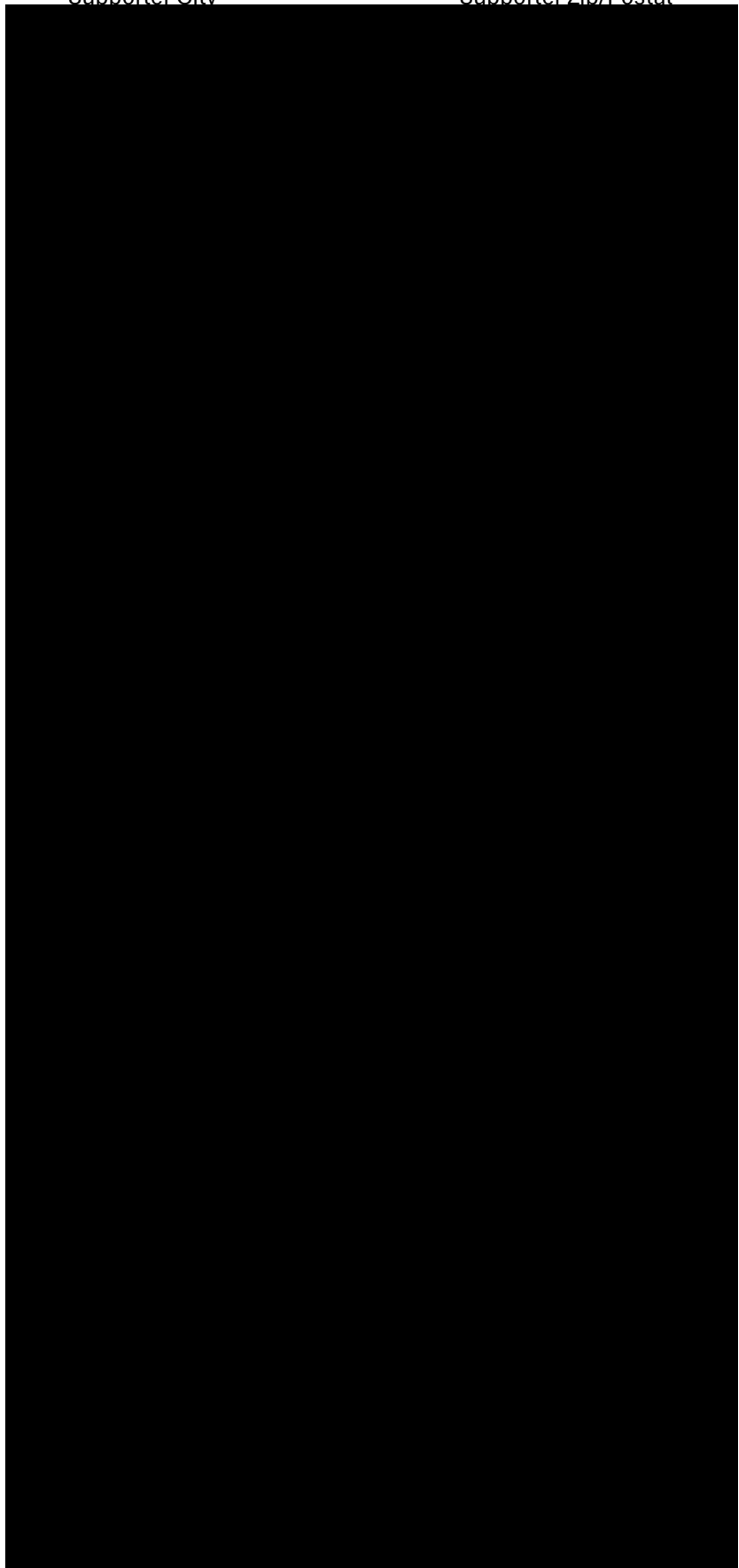
Sincerely,

Candice Youngblood
Senior Attorney, Earthjustice
cyoungblood@earthjustice.org

Supporter Name
Hollander, Roger
Verbunt, Lisa
McCune, J
ARSENYAN, VIOLETA
Gallegos, Mark
Lull, Karen
Klein, Renee
Wesselman, Erica
Vandermeer, Denise
Brisbin, David
Povill, Jon
Spring, Bruce
Kornfeld, Richard
Trevillian, Linda
Paniagua-Novak, Isabella
C, Lori
Hathaway, Susan
Harris, Donna
Rose, Armelle
TRIPLETT, TIA
Silverman, Marc
Murray, Joan
Schegloff, Myra
Schnitman, Tamra
saucedo, Angelina
Jensen, Victoria
Rosen, Karen
Socol, Alan P
Chadwick, Carina
maxfield, casee
Brown, Damon
Falzone, Dominick
Simms, carla
Major, Tajie
Miceli, Cami
Jung, Scott
Landi, Dennis
yildiz, Irene Roseen
Bush, Don
Hirayama, Bruce
guzman, stephanie
Lee, Karen
Fogan, Sara

Supporter City

Supporter Zip/Postal



Garcia, Erin
Ryan, Susan
Morrell, Ally
Levicke, Jeff
Clarke, Darrell
Herndobler, Beth
R, Mandy
Howie, Linda
Karzen, Eileen
Herstein, Jennifer
Rocha, Silvia
Pendragon, Jana
Hale, John
Miller, Heidi
Kennedy, Elizabeth
bingo, Vicki
Nutt, Jayrill
Landsberg, Marisa
Gibberman, Pamela
Ehresman, Vivian
Beving, Robert
Christopher, Sandra
Hellwig, Karen
Wineburgh-Freed, Maggie
Woudstra, Gerrit
Johansen, A. Elizabeth
Rivers, Matthew
T, Carrie
Gould, Catherine
Trujillo, Joni
Malet, Mitzi
Lueras, Michael
nolasco, jason
Dice, Alison
Gardiner, Lauren
Phelps, Margaret
Rubenstein, Rina
LaDochy, Steve
Detels, Roger
Dunoyer, Arnaud
Markel, Stephen
Hall, Christopher
Kim, Amy
Kim, Kevin

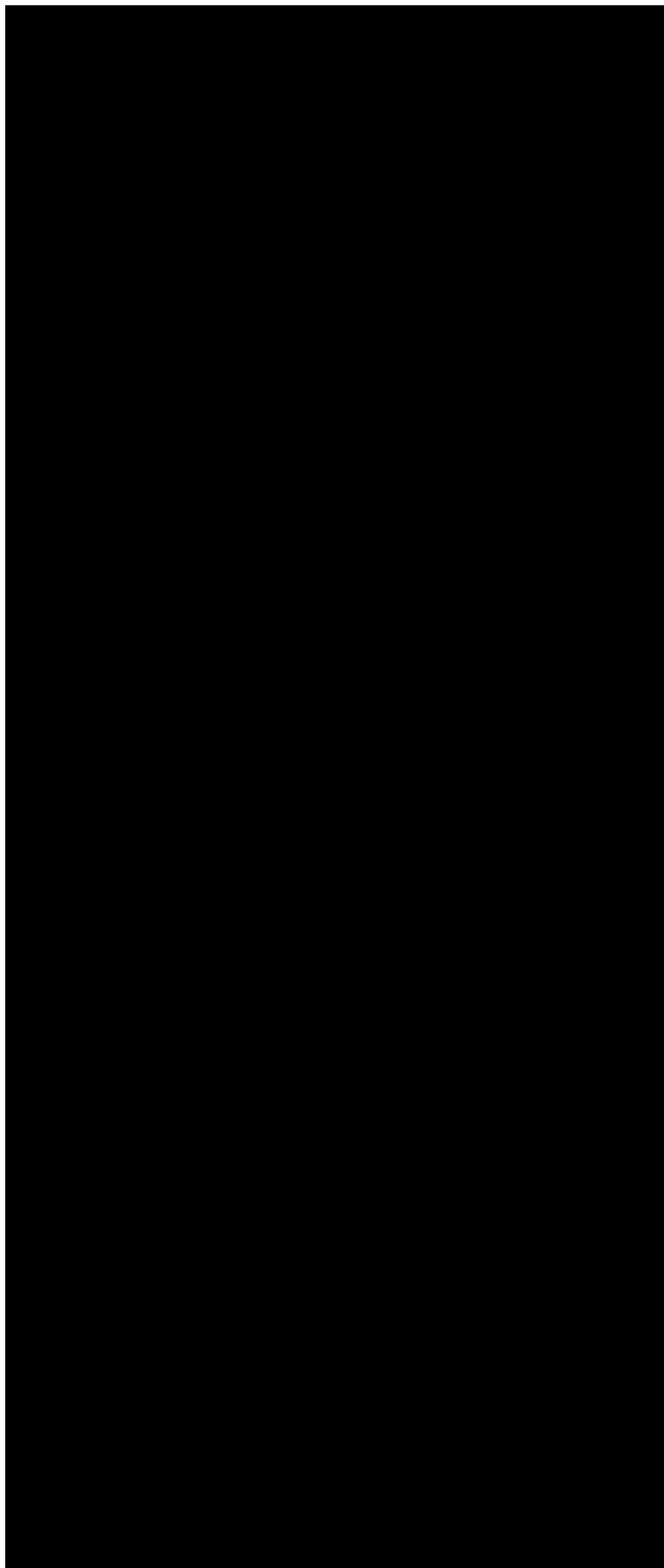
Blumenthal, Jeni
Binette, Janet
Barker, Susan R
Reed, Ian
Rosen, Ken
Heinle, Janet
Schlinger, Henry
Shlasky, Stephanie
symington, james
Bucher, Theresa
Pot, Kalpana
Ostrow, Hillary
Aguirre, Gloria
Zuckerman, Joshua
Glasser, Mark
Nachazel-Ruck, Jane
Whitney, Cheryl
Duffy, Caitlin
Suhich, Sarah
Henkler, Kelly
Caplinger, Cliff
Lentz, Robert
Boland, Daniel
Trafficante, Michelle
Luostari, Alexandria
Wang, Rebecca
Goode, Beth
Orbe, Kim
Salgado, Dalia
S., R.
Cunneff, Jeanne
levenson, harriet
Stannard, Mark
Nepomnyashchy, Victor
Davis, Ellen
Standard, Steven
Davenport, Robert L
Polish, Bret
Kliche, Diana
Tyron, Erica
Winston, Sheila
Kowaleski, Ann
Weber, Merris
Eng, Marilyn

Bouville, Fabienne
Derbyshire, Lesly
Berry, Nina
Torres, Susie
byers, sharon
Yamamoto, Denise
Beauchamp, Catherine
Schwartz, Wayne
Salazar, Alicia
O'Malley, Polly
Waddill, Jacqueline
Foster, Genette
Lee, Andrea
Esposito, Dan
m., sam
Leverich, Chris
Ziehler-Martin, Paige
Kohm, Cathy
Carter, Angela
Wenzl, Cristina
Adams, Paula
Askren, Misha
Rodas, Sofia
Munn, Lesley Erica
Lopez, Eliana
Haley, Jim
Cheng, Jack
kingett, kathie
Jones, Jeffrey
Hewitt, Linda
Moore, Caitlin
De Baca, Sylvia
crum, cathy
Miller, Victoria
Regalado, Geoff
Buech, Heidi
Amshel, Stacey
SEGAL, ELLEN
Eames, Lee
Shepherd, Victoria
Schrader, Ryan
Choi, R. Leslie
Nunez, Carlos
Watson, Virginia

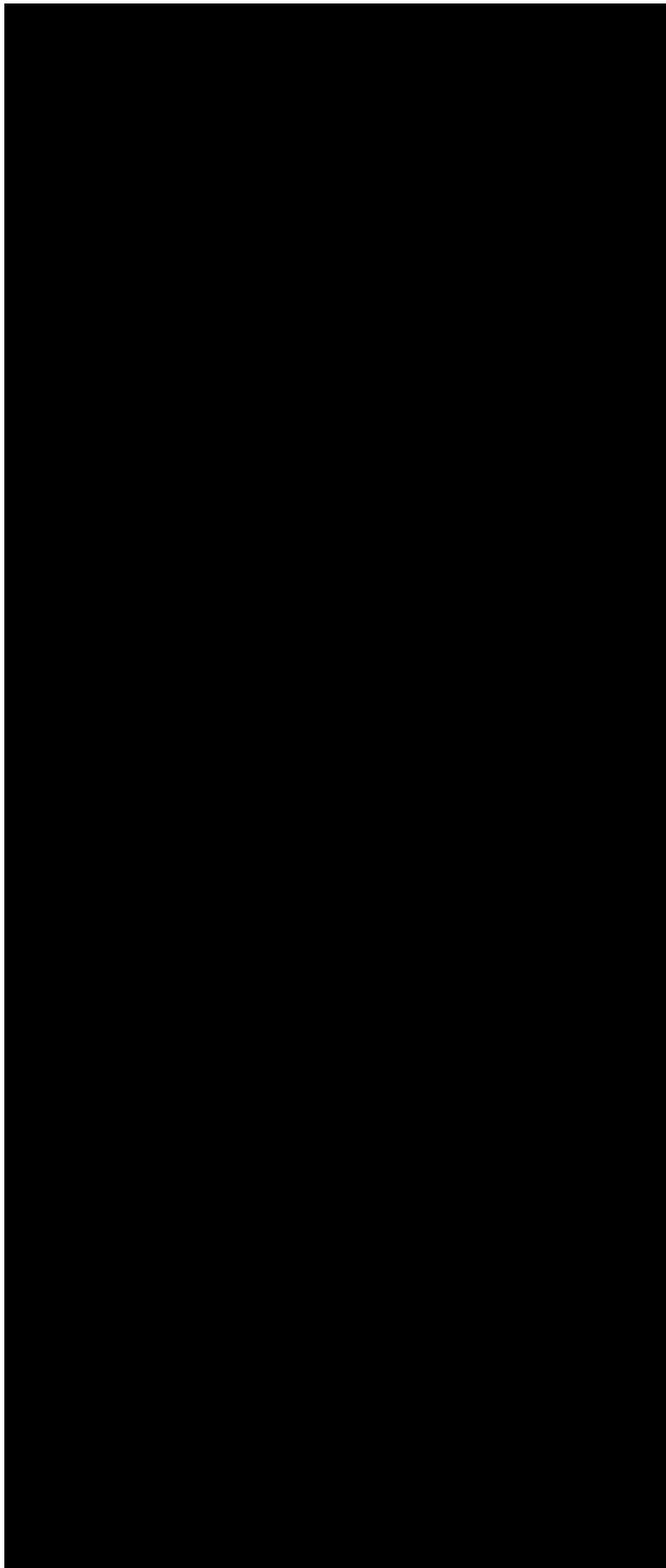
Davis, Patti
Dorsey, Ann
Jhajj, Vikram Raj Singh
Kemeny, Sabrina
Nefsky, Melvyn
Nunez, Stephanie
Tollner, Margaret
ROSAS, FLORA
Mendelovich, Lilach
Berumen, Yolanda
Plasse, Raymond
Hart, Lucy
Devletian, Richard
Tullius, Michael
Bernstein, Abbie
Merritt, Jean
Frале, Darren
Sanford, Julia
Goodman, Carolina
Guido, Jill
Hawk, Kasandra
Wulffson, Madeleine
Careccia, Maryfrances
Molund, Maria
Ozawa, Toshio
Wasserman, Barbara
Del Real, Jocelyn
Waller, Paul
Karuza, Jason
Kekler, Alicia
Paris, Melina
Kovinsky, Rachel
Seay, Maggie
LaNoue, Michael
Behar, Rebecca A
Cohn, Amber
Schneider, Jerry
Park, Benjamin
Gomez, Adrian
Mendez, Gilberto
Wilson, Maria
Diamant, Michael
L., Elijah
Kingston Cataldo, Claudia

Bryant, Brooke
Scher, Kathy
Pollak, Jeff
Gardner, Jan
Ingraham, Lara
Bostock, Vic
Tiarks, Daniel
Mead, William
Mills, Cindy
Nina, Nikki
Duncan, Jeff
Zaretsky, Theda
Broughel, Jennifer
McMullen, Gail
Goesten Kors, Jeanne
Ward, Penelope
Hicks, Robert
McAuliffe, Mary
Guzman, Genevieve K
Kort, Andrew
Thomas, Shakayla
Janacua, Caterina
Atha, Tom
Fowler, Madonna
Campbell, Dudley and Candace
Stroud, Stephen
Bolsky, Debbie
danon, matt
Giovanetto, Éric
Jensen, Sisse
Gorelick, Dara
Brockman, Blaise
Bein, Ann
Morse, K
Moffat, Rick
Pope, Brian
Lorito, Tony
Stillwell, Kennedy
McCaw, Karen
Thomas, Andre
Fox, Michelle
Williams, Jake
Katz, Tim
Klatt, Louise

Sweel, Greg
Hardin, Joseph
paulson, melony
Lamont, Diane
Larro, Stephanie
Steiner, A.L.
Ortiz, Frank
Laureta, Lisa
Schenk, Barbara
ROJESKI, MARY
Calderon, Jesse
Day, Norman
Connolly, Anna
Hendon, Laura
Silverstein, Florence
Perez, Margarita
Markowe, Tina
Tepp, B.
Barron, Katherine
Nuñez, Zero
Brock, Sabine
Saphier, Jollee
Abdul-Wahid, Hassan
Dobrzanski, Irene
Morgen, Henry
Owen, Matthew
Wilkinson, Dorothy
Dosaj, Soraya
Luke, Allen
Stein, Beth
nichols, Debra
Gallegos, Vicki
Geukens, Christopher
Moreno, Kimberley
Woodrow, Jean
Colet, Stephanie
Cohen, Alli
Perkins, Donna
Deutsch, Vivian
Gonzalez, Yazmin
Walp, Susan P.
Davine, Jill
Carcovich, Andrea
Benda, Hilarey



Salazar, Isaac
Salem, Jack
Quigley, John
Meyer, Lesley
Holder, Ursula
Holguin, Julie
Low, Cody
Day, N N
Weiske, Lynne
Maksoudian, Arax
Gale, barbara
Bear, Cindy
Plumer, Nancy
Emanuel, Karen
Pitchford, Jayne
Hicks, Janine
Bading, Karen
Jackson, Roy
Tollkin, Niccola
wallis, susan
Hirsch, Susan
Henderson, Lynette K
Whitcomb, Jane
Schreiner, Nacia
Quirk, Jack
Escamilla, Vanessa
Hamilton, James
huffey, debbi
Suyehara, Erin
Karlsson, Kent
Gillespie, Brian
Tejeda, Jose
Pace, Kristy
Wilkinson, Daniel
Grizzell, Renee
Lamb, JOHN
Orcholski, Gerald
GREEN, MARILYN J
Zhong, Alicia
Rumpp, Maria
Steiner, Neal
Whistler, Sarah
Windrum, Ken
Bender, Doug

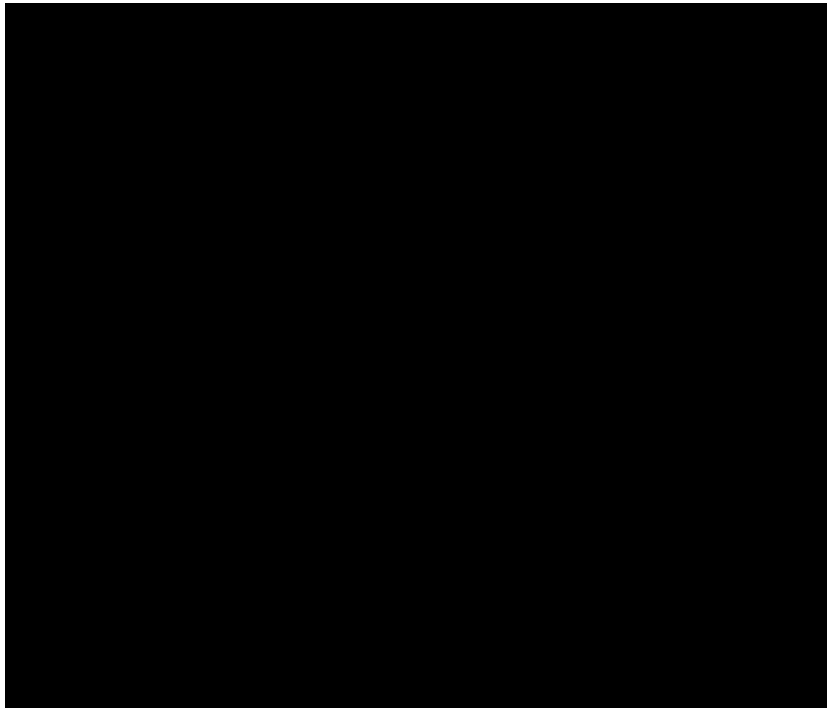


Pettis, Carolyn
Elgart, Charlene
charney, danielle
Youngelson, Noah
Albert, Gloria
Trent, Ivy
Khanlian, Melkon Marco
Willets, Nelson
Meyer, Twyla M
SOTO, DAVID
Briggs, Wm
Duss, Claude
Foss, Steven
Babst, Christina
Schuster, Jeanne
bednash, patricia
Wright, Terri
Clement, James
Caron, Anjanette
Yoon, Susie
Alexander, Michelle
El Taha, Monesa
Strassburg, Blackie
Zachary, Thomas
Nemeth, Cipra
pioli, d
Laursen, Seth
Van Alstyne, Anne M.
Francis, Susie
Deines, Lisa
Blanton, Rollin
Hadacek, Nicolas
Gedo, Terri
Mesa, Barbara
poland, barbara
Brewer, Georgia
Williams, Sandy
Bernstein, Adam
Franklin, Constance
Harris, lynda
Lichstein, Debra
Nelson, Dency
Wisch, Anita
Haig, Brenda

Wander, Edith
Morales Sandoval, Lorena
Scarpelli, Veronica
Halizak, Kim
Vazquez, Beatriz
kraft, Eric
Steele, Joshua
Arouh, Linda
Rulli, Nicholas
Devine, G
Fierro-Clarke, Alexander
Herbito, Venedel
Taylor, Melinda
Neal, Yvonne
Kalbac, Michelle
Knowles, Lotti
Ferrero, Maria Teresa
Borje, Christine
Davis, Donald R.
Cortez, Erlinda
Fortin-Martin, Victoria
Pollaine, Ruth
hatchett, james
Aronson, Allen
Deerlyjohnson, Suzanne
Bacorn, Thomas
Matarrese, Mandi
Gallardo, Emil
Lao, I-Ching
Olsson, Krister
Guerry Henriquez, Dena
Rodal, Anita
Beckman, Michael
Grant, Susan
Amier, Nilofar
Sullivan, Amy
Mello, Gilberto
Starr, Li
Hart, Kamakshi
Barabi, Soraya
Kay, Laurie
Choi, Lyntara
Gregory, Probyn
Matarrese, Joseph

Brody, A.
MOSHER, HOLLY
Anderson, Frank and Mary Jane
Yang, Francis
Geier, Sally
Watson, Richard
Adelson, Julie
Groome, Malcolm
Sweeney, Constance
Flyer, Lizabeth
Silbert, Leah
Saavedra, Alberto
Garcia, Lucy
Rodriguez, Norma
Baldonado, Jeanette
Rajani, Zain
Hunt, Peter
Goodson, Alan
Wells, Shannon
Brenner, Leslie
Felice, Paul
conniff, yuko p
Lewis, Pam
Kellis, Emily
Forman, J.
Winikoff, Cami
Conli, Roy
Ro, Christine
Rufener, Phoebe
Northrip, Sarah
Stack, Ken
Paz, Jobert
Howard, Brandyce
Dwyer, Frank
Shiers, Brian
Garrett, Valerie
Randick, Alyson
Schmitz, Joe
Caputo, Zena
Stump, Katrina
Jayaram, Nikhil
Cameron, Alison
Garvin, Nancy
Roberts, Pamela

yudell, j
Vaughan, Carolyn
M Ramey, Anthony
S, Ravi
Eigenberg, Helen
Knight, Sue
Marsh, Megan
Short, Glenn
Yan, Jamie
Gorden, Melinda
Raskin, Dorri
Marsh, Kenneth
Klemic, Priscilla
Ziemer, Stephanie
Cohen, Cathy
foster, claudia
Kerlegon, Michael



RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to say I support electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits: cleaner air, good jobs, and a more resilient transit system.

Sincerely,

Sedaghat, Houman



RE: Electrify our buses!

Dear LA Metro Board Members,

I am a very proud Angeleno, having lived here for 35 years. But I am not proud of our progress on electrifying our bus fleet. I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Reich, Andrew

A solid black rectangular box used to redact the signature of Andrew Reich.

RE: Electrify our buses!

Dear LA Metro Board Members,

I urge you to electrify our LA Metro transit buses. I was surprised to learned that only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. We can and should do better. The 2028 Games bring us an opportunity to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Silverman, Erica

A solid black rectangular box used to redact the signature of Erica Silverman.

RE: Electrify our buses!

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Sincerely,

Strom, Laura

A solid black rectangular box used to redact the signature of Laura Strom.

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Wood, Eric



RE: Electrify our buses!

Dear LA Metro Board Members,

Absolutelu !

Electric is better in every way -- ! Even the cost INVESTMENT! They are much easier to service and work on. I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Sokolich, William



RE: Electrify our buses!

Dear LA Metro Board Members,

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Sincerely,

Brooke, Indee



RE: Electrify our buses!

Dear LA Metro Board Members,

Please electrify our LA Metro transit buses. We can exceed your current plans to increase this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games. Don't let Tokyo, Beijing, Paris and Milan outshine LA! Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

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Sincerely,

Rogers, Linda



RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. Three recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half its bus fleet.

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Sincerely,

Edinger, Elizabeth



RE: Electrify our buses!

Dear LA Metro Board Members,

LA Metro needs to move much faster to build out its fleet of electric transit buses. We need much faster action than the paltry 3% that have so far been converted to zero emission vehicles. We are in the middle of a climate emergency, regardless of the denialism coming out of the federal government. Public transport is one of the most obvious areas where we can make progress to move away from fossil fuels. You need to do better. LA Metro's current plans envision increasing zero emission buses to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Butler, Sam



RE: Electrify our buses!

Dear LA Metro Board Members,

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Not only that, but Metro could help by putting solar panels on all buildings, adding battery back up, and then charging our buses for free from the sun. Why don't we have solar panels on all of our government buildings, including schools, by now? More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

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Sincerely,

Starr, Sarah E



RE: Electrify our buses!

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Sincerely,

Dawson, Richard



RE: Electrify our buses!

Dear LA Metro Board Members,

I am urging you to electrify our transit bus system. I was the sustainability project manager for the Los Angeles County Sheriffs Department last decade. We had done extensive research regarding electric vs. diesel vs. natural gas buses. The handling and performance, total cost of ownership, multi-purpose capabilities (e.g., mobile emergency generators), and health benefits (our polluting diesel prisoner transportation buses daily traveled through neighborhoods all over the county, and constantly went into the bowels of the courts to underground lockup facilities, where the air flow and air quality were poor), made the EV buses the obvious choice for in-county service (range concerns have been resolved through more efficient batteries, route optimization and charging infrastructure). Unfortunately, bureaucracy and resistance from mid-level managers delayed transition to EV buses, to the detriment of our agency, our charges, and the tax-paying public. Please don't repeat our mistakes.

Sincerely,

Nelson, Greg

A solid black rectangular box used to redact the signature of Greg Nelson.

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will help clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro should and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a useful and meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Mundy III, James



RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today AS A VOTER to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Fisher Kern, Madeleine



RE: Electrify our buses!

Dear LA Metro Board Members,

Solar power is the least expensive power available. Solar power is a game changer. Other countries have solar-powered cars. Please build a fleet of solar-powered buses and cars! I am writing today to urge you to power with solar our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Solar Powered Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. If electricity comes from burning fossil fuels than any electric car that is charged with that fossil fuel electricity is polluting the planet! Only solar powered electricity gives a real solution! Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to solar power our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

black, daren



RE: Electrify our buses!

Dear LA Metro Board Members,

I write today to urge you to finally electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is absolutely not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

van Bloemen, Dona



RE: Electrify our buses!

Dear LA Metro Board Members,

I'm writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models? LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games.? This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the OUTLIER of host cities! All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Chiado, Juliana

A solid black rectangular box used to redact the signature of Chiado, Juliana.

RE: Electrify our buses!

Dear LA Metro Board Members,

My name is Aubrey and I am a resident of Los Angeles County. I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

SCHOEMAN, Aubrey

A solid black rectangular box used to redact the signature of Aubrey Schoeman.

RE: Electrify our buses!

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Electric busses would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Wolff, Pat

A solid black rectangular box used to redact the signature of Pat Wolff.

RE: Electrify our buses!

Dear LA Metro Board Members,

I hope you can help make our 2028 Olympics a clean air event for all the athletes.

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Knight, Kathy

[REDACTED]

RE: Electrify our buses!

Dear LA Metro Board Members,

I Most Strongly Urge you to ***electrify our LA Metro transit buses.***. The survival of the human race depends upon maintaining, clean and healthy environment, which currently we are failing miserably at!! Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Lefcourt, Philip



RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to strongly urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Graham-Gardner, Rosemary

A solid black rectangular box used to redact the signature of Rosemary Graham-Gardner.

RE: Electrify our buses!

Dear LA Metro Board Members,

I am a Metro rider and I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Overmyer-Velazquez, Rebecca

A solid black rectangular box used to redact the signature of Rebecca Overmyer-Velazquez.

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to respectfully urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Nickles, Patricia

A solid black rectangular box used to redact the signature of Patricia Nickles.

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Silva, Grace

A solid black rectangular box used to redact the signature of Grace Silva.

RE: Electrify our buses!

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Sincerely,

Penrose, Linda

A solid black rectangular box used to redact the signature of Linda Penrose.

RE: Electrify our buses!

Dear LA Metro Board Members,

Please electrify LA buses. With chronically poor and polluted air, we need to be doing all we can to minimize air pollution. As someone who lives and works in LA, the Olympics bring great concern for getting to and from home and work. I urge you to invest in clean air buses and make our public transit a more safe and enjoyable experience. Thank you.

Sincerely,

Hinkson, Chelsea

A solid black rectangular box used to redact the signature of Chelsea Hinkson.

RE: Electrify our buses!

Dear LA Metro Board Members,

As a Los Angeles resident, voter, business owner and homeowner, I very strongly urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Khalsa, Mha Atma S



RE: Electrify our buses!

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Sincerely,

Winburn, William

A solid black rectangular box used to redact the signature of William Winburn.

RE: Electrify our buses!

Dear LA Metro Board Members,

If you even put a satellite into space, the what makes us think that you'll be able to electrify the buses? I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Grassano Jr., Mario U.



RE: Electrify our buses!

Dear LA Metro Board Members,

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Sincerely,

Racanelli, Nicholas

A solid black rectangular box used to redact the signature of Nicholas Racanelli.

RE: Electrify our buses!

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Sincerely,

Dpulatshahi, Paulette

A solid black rectangular box used to redact the signature of Paulette Dpulatshahi.

RE: Electrify our buses!

Dear LA Metro Board Members,

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Sincerely,

Niparko, Nancy



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Sincerely,

Hisserich, John and Susan

A solid black rectangular box used to redact the signature of John and Susan Hisserich.

September 2025 RBM General Public Comments

From: Wyatt Demasters [REDACTED]
Sent: Friday, August 1, 2025 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - West LA rail transit

Hello -

I hope this message finds the board well. I'm reaching out because I wanted to bring an idea to the metro board for their consideration, as it's a development the west side community desperately needs.

I'd like the Board to consider a project in the near future to build a light rail line that runs parallel to Lincoln Blvd from LAX airport to the Santa Monica Colorado Blvd station, with stops strategically placed along the route.

I've discussed this idea with many folks on the westside who agree it would be extremely helpful for local residents and businesses.

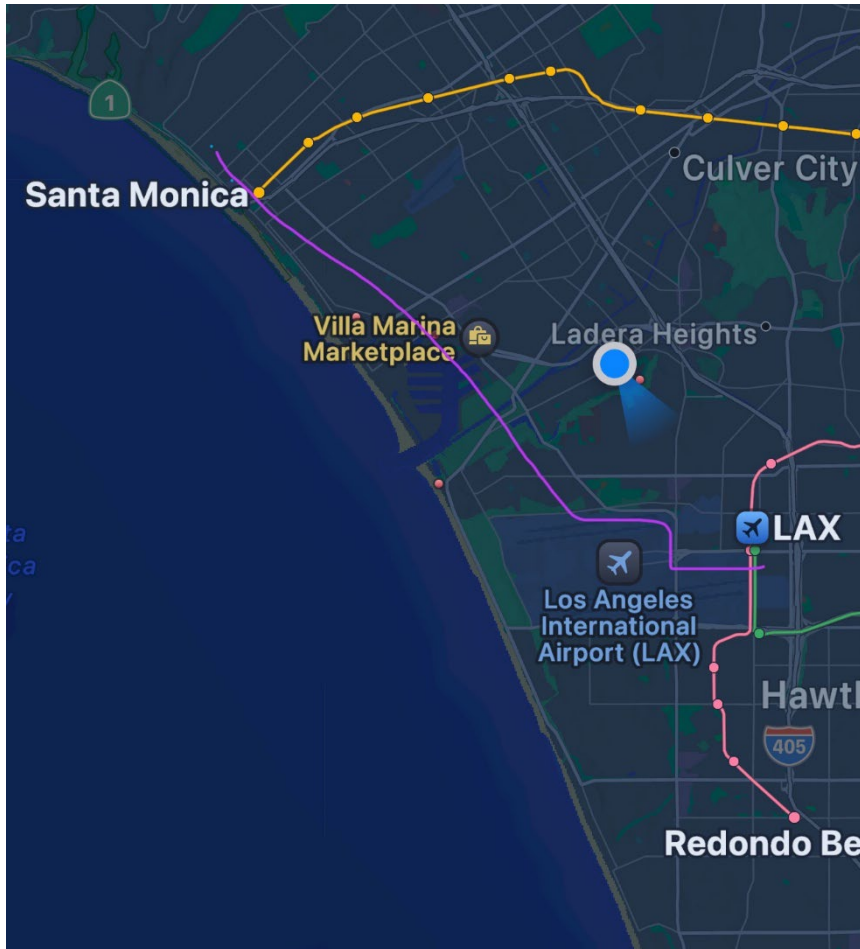
This light-rail route would be helpful for many use cases, but to name a few:

1. Folks commuting north and south on Lincoln Blvd during peak rush hour traffic.
2. Reduce the risk of folks driving under the influence by providing an affordable, convenient and safe option like a rail line between the social venues sprinkled throughout Santa Monica, Venice, Marina Del Rey and Playa Del Rey areas.
3. Better connect neighborhoods within the west side communities that neighbor this rail line. These include Santa Monica, Ocean Park, Sunset Park, Venice, Mar Vista, Playa Vista, Playa Del Rey and Westchester.
4. Reduce ride share dependency to LAX airport for locals traveling on the west side, and improve the often bottlenecked/poor traffic flow where Lincoln Blvd meets Sepulveda Blvd due to LAX road traffic.
5. Improve connectivity to the Playa Del Rey community (currently isolated by the Marina and the Ballona Wetlands) so it's easily accessible from other areas of the westside. Currently PDR is mostly accessible by Via Marina (from the south) Culver Blvd (from the east) or Manchester Blvd (south of culver blvd, from the east).
6. Connectivity to the E, C and K Lines (see image below) would finally make light rail metro a practical and beneficial offering for those who live in the west side, providing a way for west side locals to access other rail lines without having to use other forms of transportation - notably car - since using a car to commute to a distant rail station deters the public from using the rail services we already have.

The attached mockup represents this proposal to connect the Santa Monica E Line with the C Line and K Line at the LAX Metro Transit Center via a westside/Lincoln Blvd light rail line. The proposed route is in purple/magenta.

Please let me know your thoughts. If there is another way I can better advocate for this issue with the Metro Board and our local government, I'd love to hear more. I appreciate your time.

Thanks,



Wyatt DeMasters
Playa Vista Resident

From: ouida biddle <[REDACTED]>
Sent: Friday, August 1, 2025 11:36 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Bike Share -- Disqualify Lyft

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

Lyft has a long history of working counter to the interests of a functioning, robust, public transit system. Studies have indicated that the rise of ride-hailing services like Lyft has been linked to a decrease in bus and rail ridership in major American cities. In San Francisco, Lyft funded opposition and successfully killed Proposition L, which would have provided crucial funding for Muni by taxing ride-hailing companies. Lyft's opposition to such initiatives reveals a commitment to prioritizing its own profits over the well-being of our public transit infrastructure.

Additionally, according to TWU 320 members in various cities, since Lyft decided to insert themselves into the Micromobility industry they have compromised the integrity of the labor force representing the TWU Local 320 union members - removing and outsourcing jobs, reducing shifts and working hours, and requiring the use of apps that negatively impact workers.

In light of recent allegations against Lyft, we urge you to disqualify them from the current bidding process and to choose the operator that workers support. Bicycle Transit Systems has proven themselves to be a pro-worker, community-oriented company with ample experience in the bike share industry.

Since 2016, BTS has helped build Metro Bike Share into a nationally recognized program, with over 3 million rides and nearly 8 million pounds of CO₂ reduced. BTS has been a collaborative partner, working hand-in-hand with community groups to ensure that bike share expands access and centers equity.

Awarding the Bike Share Contract to Lyft funnels more funds to an organization that has a track record of advocating against public transit and operating counter to the interests of unionized, transit workers. Los Angeles residents and Metro riders deserve more than investing in a company that is not invested in truly improving public transit, but instead benefits when riders opt-out of public transit all together.

Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

ouida biddle

[REDACTED]

[REDACTED]

[REDACTED]

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Thursday, August 28, 2025 7:35 PM
To: cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; Eleanor Manzano <cityclerk@redondo.org>; Kevin Cody <kevin@easyreadernews.com>; executiveoffice@bos.lacounty.gov; City Council <citycouncil@hermosabeach.gov>; info <info@lalafco.org>; citycouncil@manhattanbeach.gov; Board Clerk <BoardClerk@metro.net>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Garth Meyer <gmeyer@easyreadernews.com>; MHSOAC <MHSOAC@mhsoac.ca.gov>; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org
Subject: Public Comment - All Agencies - Fwd: Confirmation - Share Your Story!

----- Forwarded message -----

From: Smartsheet Forms <forms@app.smartsheet.com>
Date: Thu, Aug 28, 2025 at 7:33 PM
Subject: Confirmation - Share Your Story!
To: <menelson@gmail.com>



Thank you for submitting your entry. A copy is included below for your records.

Share Your Story!

Name Mark Nelson

**Check box if
you'd like
your story
to be
anonymous** ☐

**Email (to
only be
used to
contact
you)** menelson@gmail.com

**Which
facility is
your story
for?** Beach Cities Health District

**Story (Max
of 400
words)**

The conduct and lack of truthfulness from BCHD has demonstrated a new low for a public agency's integrity. BCHD's lies have included:

"we don't know what the buildings next Diamond are in our design plans"

- surely anyone who has ever directed design of a house or building has NEVER said anything similar to "I don't know what that building is on my plot plan." It turns out, it was BCHD planning to put diesel generators 100-feet from homes. LIE.

"the hospital is 6-stories"

- but the certified EIR by BCHD says it's 4 stories. LIE.

"the hospital is 60-feet tall"

- but both the certified EIR and the City of Redondo Beach CUP filing state clearly that the hospital is 51.5-feet tall. LIE.

We all had faith in South Bay Hospital until it failed financially in 1984 (per the Daily Breeze). But the "health district" has been a never ending full time job to cull truth from LIES.

What faith I had in government integrity was destroyed by BCHD.

From: [REDACTED]
Sent: Tuesday, September 16, 2025 1:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: 'Andrew Daneshgar' <andrew@langdonstreetcap.com>; 'Richard Schave' <schavester@gmail.com>; 'Adam Daneshgar' <adaneshgar@langdonstreetcap.com>; 'Benito Chavez' <bchavez@grandcentralsquare.com>
Subject: Regular Board Meeting 9/25: Public Comment

Hello Metro Board,

Submitting public comment on behalf of my colleague Andrew Daneshgar (CC'd here). He is hoping to be present in-person to read our statement, otherwise will call on the phone.

Meeting Name: **Regular Board Meeting**
Date: **Thursday, September 25th, 2025 at 10am**
Agenda Item: **General Public Comment**

My name is Andrew Daneshgar, and I am representing the owner and management group of the Million Dollar Theater in Downtown LA.

We desperately need the Metro Bike Share station on Broadway & 3rd Street to be relocated away from the front of the Million Dollar Theater. For more than three years, we have been reaching out to stakeholders, policy makers, and public officials to try to get this bike share station relocated, including LADOT's bike share program manager, Metro, the Downtown LA Neighborhood Council, and Council District 14. A formal letter was submitted by DLANC to CD14 back in 2022 with no response, and it has been only empty promises since then.

Most recently, in October, LADOT and Metro handed out a physical flyer notifying the public that the Metro Bike Share would be moved by one block. See copy attached. Staff told us it would be relocated by the "end of the year" – it is now halfway through the following year.

These bike stalls are a modern eyesore, incompatible with the theater's status as a Historic Cultural Monument, and totally unavoidable when photographing and filming the theater façade. No other theater in the Historic Broadway Theater District has this burden, and we are losing upwards of a quarter million dollars (\$250,000) annually due to the presence of these bicycles. This is critical revenue that we could be using to make improvements and maintain the property.

We have proposed multiple alternative location options that all fit within Metro's guidelines for locating these bike racks in a safe and accessible location for users. It is extremely disappointing that we have a Historic property being diminished by these bike racks that could easily, effectively, and safely be relocated.

Overall, we are extremely involved in our community and want to see the revitalization of the Million Dollar Theater and the greater historic Broadway corridor. Please let us know how you can help and if we can assist with any further information to get this done once and for all.

Best,

Alanna

Alanna McBirney
Director of Development
Langdon Street Capital

Please note our new suite number

9777 Wilshire Blvd, Suite 1010

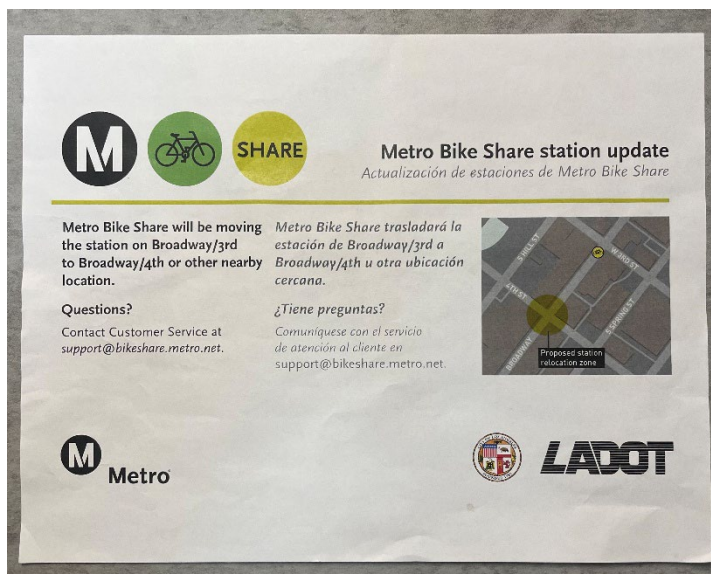
Beverly Hills, CA 90212

O: (310) 975-7067 x4

M: (661) 993-9009

Alanna@LangdonStreetCap.com

www.LangdonStreetCap.com



The flyer is titled "Metro Bike Share station update" with the subtitle "Actualización de estaciones de Metro Bike Share". It features the Metro logo (a black circle with a white 'M'), a green circle with a white bicycle icon, and a yellow circle with the word "SHARE". The main text states: "Metro Bike Share will be moving the station on Broadway/3rd to Broadway/4th or other nearby location." and "Metro Bike Share trasladará la estación de Broadway/3rd a Broadway/4th u otra ubicación cercana." To the right is a map showing the intersection of Broadway and 3rd Street, with a yellow circle indicating the "Proposed station relocation zone". Below the map, it says "Proposed station relocation zone". At the bottom left, it says "Questions? Contact Customer Service at support@bikeshare.metro.net." and "¿Tiene preguntas? Comuníquese con el servicio de atención al cliente en support@bikeshare.metro.net." At the bottom right, there are logos for "Metro" and "LADOT".

M SHARE

Metro Bike Share station update
Actualización de estaciones de Metro Bike Share

Metro Bike Share will be moving the station on Broadway/3rd to Broadway/4th or other nearby location.

Metro Bike Share trasladará la estación de Broadway/3rd a Broadway/4th u otra ubicación cercana.

Questions?
Contact Customer Service at support@bikeshare.metro.net.

¿Tiene preguntas?
Comuníquese con el servicio de atención al cliente en support@bikeshare.metro.net.

Metro

LADOT

From: [REDACTED]
Sent: Thursday, September 18, 2025 7:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: YOU MUST CONSIDER

I live in the East Valley and I am so glad I do not have to go into Azusa to get on the A line.

You MUST consider this. Extending the A line to La Verne and other cities is greatly appreciated and needed which will benefit businesses and other places of interest along the line BUT... I feel it will NOT be successful IF homeless people and people with mental illnesses are allowed to freely ride the lines. It gives them a longer rides back and forth. Don't get me wrong I too wish there were no homeless people and that people with mental illnesses needs were address but they not.

I'm Black and many a times I would be "targeted" by a mentally ill and probably homeless Black male and that's why I carry pepper spray. Still I have to anticipate with some trepidation when I ride that might be targeted.

When riders to the new city stops realize the homeless/mentally ill free riders are on board they will not ride... period.

Unless you have uniform officers monitoring the lines enforcing rules like they do on the metro trains... the new A line stops will not be successful.

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>

Sent: Thursday, September 18, 2025 5:01 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in

transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Sophia Riemer via [ActionButton](#), on behalf of MoveLA. Please reply to Sophia Riemer at [REDACTED].

From: Erika Soler <noreply@adv.actionnetwork.org>
Sent: Friday, September 19, 2025 4:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

I urge Metro to re-hire Los Angeles Metro Bus Operator Sean Broadbent and offer concrete protections to Metro employees and riders in light of the continued presence of federal Immigration and Customs Enforcement (ICE) agents in Los Angeles.

Broadbent was recently let go from his union job as a Metro Bus Operator because of comments he made off-the-clock and out of uniform to LA Public Press. He shared his perspective on the federal raids terrorizing our city since early June 2025. Broadbent has been an upstanding worker at Metro since being hired in December 2023 with a spotless record and zero customer complaints. His comments reflected his personal experience as a bus operator and his commitment to keeping riders safe from dangerous situations and individuals – an essential part of his duty as a bus operator.

As it stands, Metro's policy on ICE is unclear and almost contradictory. Last month, in a statement given to LA Public Press, Metro stated that the agency "cannot" stop ICE from entering metro buses, trains, and stations. However, Metro also stated that it requires law enforcement to show a judicial warrant when attempting to board vehicles or enter ticketed stations on the system. This uncertainty has led bus operators and other Metro employees to use their own discretion when handling tricky and possibly dangerous situations in order to ensure the safety of Metro riders and themselves.

Metro's response to fire a bus operator dedicated to his job, his riders, and the safety of the system during a time of such instability and uncertainty is unacceptable, and it sets a dangerous precedent. Workers have the right to speak out about matters of public concern without fear of retaliation by their employers. Given this, I am asking that Metro reinstate Sean Broadbent to his position at Metro.

Meanwhile, the danger to Metro riders from hostile federal agents has not disappeared. U.S. Department of Homeland Assistant Secretary Tricia McLaughlin recently reaffirmed that the agency will continue their operations in Los Angeles. She stated that the agency will not disclose locations of their operations in part because “assaults against personnel have surged.” This continuation of immigration enforcement activity is in direct violation of the Temporary Restraining Order on “roving patrols” that was upheld by the 9th U.S. Circuit Court of Appeals on August 1st. It is urgent that Metro takes action to protect workers and riders from the threat these agents pose.

In addition to re-instating Broadbent, I urge the Metro Board to take the following actions to protect our community at this time:

- Do not lock exit turnstiles and do not enforce tap to exit protocol to ensure passengers can exit quickly and safely at all times.
- Provide “know your rights” cards on buses and at rail stations.
- Provide emergency response training to Metro Security, Bus Operators, Transit Ambassadors, and Other Frontline Workers on their rights and responsibilities, as well as the rights of riders and other Metro workers, if ICE does show up at a station or bus stop, including what to do if an agent tries to board without a warrant.
- Do not allow any collaboration between Metro and ICE.
- Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Erika Soler

[REDACTED]
[REDACTED]
[REDACTED]

From: Brian Rubin <noreply@adv.actionnetwork.org>
Sent: Sunday, September 21, 2025 7:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

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- Do not allow any collaboration between Metro and ICE.
- Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Brian Rubin

[REDACTED]
[REDACTED]
[REDACTED]

From: Sandra Morales <noreply@adv.actionnetwork.org>
Sent: Tuesday, September 23, 2025 11:07 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

I urge Metro to re-hire Los Angeles Metro Bus Operator Sean Broadbent and offer concrete protections to Metro employees and riders in light of the continued presence of federal Immigration and Customs Enforcement (ICE) agents in Los Angeles.

Broadbent was recently let go from his union job as a Metro Bus Operator because of comments he made off-the-clock and out of uniform to LA Public Press. He shared his perspective on the federal raids terrorizing our city since early June 2025. Broadbent has been an upstanding worker at Metro since being hired in December 2023 with a spotless record and zero customer complaints. His comments reflected his personal experience as a bus operator and his commitment to keeping riders safe from dangerous situations and individuals – an essential part of his duty as a bus operator.

As it stands, Metro's policy on ICE is unclear and almost contradictory. Last month, in a statement given to LA Public Press, Metro stated that the agency "cannot" stop ICE from entering metro buses, trains, and stations. However, Metro also stated that it requires law enforcement to show a judicial warrant when attempting to board vehicles or enter ticketed stations on the system. This uncertainty has led bus operators and other Metro employees to use their own discretion when handling tricky and possibly dangerous situations in order to ensure the safety of Metro riders and themselves.

Metro's response to fire a bus operator dedicated to his job, his riders, and the safety of the system during a time of such instability and uncertainty is unacceptable, and it sets a dangerous precedent. Workers have the right to speak out about matters of public concern without fear of retaliation by their employers. Given this, I am asking that Metro reinstate Sean Broadbent to his position at Metro.

Meanwhile, the danger to Metro riders from hostile federal agents has not disappeared. U.S. Department of Homeland Assistant Secretary Tricia McLaughlin recently reaffirmed that the agency will continue their operations in Los Angeles. She stated that the agency will not disclose locations of their operations in part because “assaults against personnel have surged.” This continuation of immigration enforcement activity is in direct violation of the Temporary Restraining Order on “roving patrols” that was upheld by the 9th U.S. Circuit Court of Appeals on August 1st. It is urgent that Metro takes action to protect workers and riders from the threat these agents pose.

In addition to re-instating Broadbent, I urge the Metro Board to take the following actions to protect our community at this time:

- Do not lock exit turnstiles and do not enforce tap to exit protocol to ensure passengers can exit quickly and safely at all times.
- Provide “know your rights” cards on buses and at rail stations.
- Provide emergency response training to Metro Security, Bus Operators, Transit Ambassadors, and Other Frontline Workers on their rights and responsibilities, as well as the rights of riders and other Metro workers, if ICE does show up at a station or bus stop, including what to do if an agent tries to board without a warrant.
- Do not allow any collaboration between Metro and ICE.
- Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Sandra Morales

[REDACTED]
[REDACTED]
[REDACTED]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>

Sent: Wednesday, September 24, 2025 10:58 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in

transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Deborah Murphy via [ActionButton](#), on behalf of MoveLA. Please reply to Deborah Murphy at [REDACTED]

From: Gloria Mitchell <noreply@adv.actionnetwork.org>
Sent: Wednesday, September 24, 2025 12:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro events going with onl urge Metro to re-hire Los Angeles Metro Bus Operator Sean Broadbent and offer concrete protections to Metro employees and riders in light of the continued presence of federal Immigration and Customs Enforcement (ICE) agents in Los Angeles.

Broadbent was recently let go from his union job as a Metro Bus Operator because of comments he made off-the-clock and out of uniform to LA Public Press. He shared his perspective on the federal raids terrorizing our city since early June 2025. Broadbent has been an upstanding worker at Metro since being hired in December 2023 with a spotless record and zero customer complaints. His comments reflected his personal experience as a bus operator and his commitment to keeping riders safe from dangerous situations and individuals – an essential part of his duty as a bus operator.

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Metro's response to fire a bus operator dedicated to his job, his riders, and the safety of the system during a time of such instability and uncertainty is unacceptable, and it sets a dangerous precedent. Workers have the right to speak out about matters of public concern without fear of retaliation by their employers. Given this, I am asking that Metro reinstate Sean Broadbent to his position at Metro.

Meanwhile, the danger to Metro riders from hostile federal agents has not disappeared. U.S. Department of Homeland Assistant Secretary Tricia McLaughlin recently reaffirmed that the agency will continue their operations in Los Angeles. She stated that the agency will not disclose locations of their operations in part because “assaults against personnel have surged.” This continuation of immigration enforcement activity is in direct violation of the Temporary Restraining Order on “roving patrols” that was upheld by the 9th U.S. Circuit Court of Appeals on August 1st. It is urgent that Metro takes action to protect workers and riders from the threat these agents pose.

In addition to re-instating Broadbent, I urge the Metro Board to take the following actions to protect our community at this time:

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- Do not allow any collaboration between Metro and ICE.
- Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Gloria Mitchell

[REDACTED]
[REDACTED]
[REDACTED]

From: Romeo David <noreply@adv.actionnetwork.org>
Sent: Wednesday, September 24, 2025 12:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

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Thank you for your continued commitment to riders and workers,

Romeo David

[REDACTED]
[REDACTED]
[REDACTED]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>

Sent: Wednesday, September 24, 2025 2:02 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Owen Martin via [ActionButton](#), on behalf of MoveLA. Please reply to Owen Martin at [REDACTED]