



Metro

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

Board Report

File #: 2026-0776, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
OCTOBER 22, 2026**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 24, 2026.



MINUTES

Thursday, September 24, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Karen Bass, Chair
Kathryn Barger, 1st Vice Chair
Tim Sandoval, 2nd Vice Chair
James Butts
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Rex Richardson
Katy Yaroslavsky
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 13, 14, 17, 19, 20, 21, 23, 25, 26, 27, 29, 32, 34, 35, 36, 39, and 40.

Consent Calendar items were approved by one motion except items 26 and 27, which were held by a Director for Discussion and/or separate action.

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

Voting Deviations:

Item 17 – the following Director was conflicted: KRB

Item 19 – the following Director was conflicted: KRB

Item 21 – the following Directors were conflicted: RR and KRB

Item 32 – the following Director was conflicted: KRB

Item 39 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES

2026-0698

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 23, 2026 and the Special Board Meeting held September 16, 2026.

3. SUBJECT: REMARKS BY THE CHAIR

2026-0694

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2026-0695

RECEIVED report by the Chief Executive Officer.

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

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

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

5. SUBJECT: AMENDMENT TO THE CHAVEZ/FICKETT PROJECT JOINT DEVELOPMENT AGREEMENT 2026-0407

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with an option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project).

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE – NORTH COUNTY SUBREGION 2026-0532

APPROVED ON CONSENT CALENDAR:

- A. the programming of an additional \$5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

7. SUBJECT: COUNTYWIDE CALL FOR PROJECTS 2026-0585

APPROVED ON CONSENT CALENDAR:

- A. DEOBLIGATING \$2.23 million of previously approved Call for Projects (Call) funding, and held in reserve;
- B. changes to the scope of work for the City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and
- D. RECEIVING AND FILING time extensions for 46 projects.

8. SUBJECT: CAP-AND-INVEST LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2026-0467

APPROVED ON CONSENT CALENDAR the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$58,909,350 in California Cap-and-Invest (formerly California Cap-and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;
- B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE – SOUTH BAY SUBREGION 2026-0584

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

- 1. PROGRAMMING an additional \$96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming \$29,828,100 project funds previously approved to meet the project schedule;
- 2. PROGRAMMING an additional \$8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);
- 3. PROGRAMMING an additional \$5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming \$19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50);
- 4. PROGRAMMING an additional \$4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming \$11,420,661 project funds previously approved to meet the project schedule; and

(continued on next page)

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

**10. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY
INVESTMENT PLAN HIGHWAY CAPITAL FUNDING**

2026-0662

APPROVED ON CONSENT CALENDAR:

- A. PROGRAMMING an amount not-to-exceed \$35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment;
- B. AMENDING the FY 2027 Budget to accommodate this programming action; and
- C. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach.

**11. SUBJECT: A & E LINE INTERLOCK PROJECT - CONSTRUCTION
MANAGER / GENERAL CONTRACTOR**

2026-0563

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC, for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of \$1,000,000, subject to the resolution of any properly submitted protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$27,290,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

12. SUBJECT: ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES

2026-0480

AUTHORIZED the Chief Executive Officer to:

- A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of \$44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of \$14,787,002 and \$14,808,572, respectively, for a total NTE amount of \$74,368,496, subject to resolution of protest(s), if any;
- B. EXECUTE Contract Modifications within the Board-approved funding; and
- C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of \$4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

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

13. SUBJECT: DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET

2026-0529

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of \$116,242,594;
- B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and
- C. AMEND the FY27 budget for the Doran Street Grade Separation Project by \$8,497,108 for a total of \$30,348,345.

14. SUBJECT: VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT PROJECT

2026-0658

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project in the amount of \$413,786,609; and

(continued on next page)

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- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

17. SUBJECT: AMENDMENT TO LEASE AGREEMENT WITH DOWNTOWN PROPERTIES, LLC FOR THE OFFICE OF INSPECTOR GENERAL LOCATED AT 818 WEST 7TH STREET IN LOS ANGELES **2026-0386**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to execute Amendment No. 9 to the Lease Agreement with Downtown Properties, LLC (“Lessor”), for the Office of the Inspector General (“OIG”) located at 818 West 7th Street in Los Angeles, extending the lease term for 65 months (5 years, 5 months), commencing August 1, 2027, at an initial rate of \$39,274 per month with 3% annual escalations, for a total of \$2,521,267.65 over the 65-month term.

19. SUBJECT: PHARMACY BENEFIT MANAGEMENT FOR THE WORKERS’ COMPENSATION PROGRAM **2026-0601**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS134759000 to Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits, and process and pass through prescription medications for Metro’s Workers’ Compensation Program (the “Program”) in the Not-To-Exceed (NTE) amount of \$9,672,000 for the initial three-year base term, \$3,256,000 for the first, one-year option, and \$3,320,000 for the second, one-year option, for a total NTE amount of \$16,248,000, effective October 5, 2026, subject to the resolution of any properly submitted protest(s), if any.

20. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION **2026-0229**

APPROVED ON CONSENT CALENDAR the following recommendations for the Measure M Independent Taxpayer Oversight Committee (MMITOC):

- A. Jay Gandhi, the recommended nominee for the area of expertise A, a retired federal or state judge; and
- B. Daniel Freeman, the recommended nominee for the area of expertise F, a licensed architect or engineer.

21. SUBJECT: GROUP INSURANCE PLANS

2026-0606

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, 2027.

**22. SUBJECT: METROLINK FISCAL YEAR 2026 CONTINUING
RESOLUTION AND FISCAL YEAR 2027 PASSENGER RAIL
SUPPORTIVE ACTIONS**

2026-0140

APPROVED AS AMENDED:

- A. AUTHORIZING the Chief Executive Officer or their designee to execute Metrolink's second continuing resolution to extend Fiscal Year 2026 (FY26) budget authorization through the second quarter of Fiscal Year 2027 (FY27) until January 1, 2027, and execute all necessary agreements between Metro and the Southern California Regional Rail Authority (SCRRA or Metrolink) based on the continuing resolution;
- B. additional funding in the amount of up to \$365,202 for Metro's share of the San Bernardino Line 25% Fare Reduction Program using Proposition C 10%/Measure M 1% SCRRA dedicated funds and extending the program from June 30, 2025, to June 30, 2030;
- C. Burbank Airport-South Metrolink station safety improvements using Measure R 3% SCRRA dedicated funds in the amount up to \$1.3 million;
- D. Pomona-Downtown Metrolink station Americans with Disabilities Act (ADA) improvements using Measure R 3% SCRRA dedicated funds in the amount up to \$256,720;
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for 12 State of Good Repair and capital project Memoranda of Understanding (MOU); and
- F. RECEIVING AND FILING an update on Metrolink Station Planning and Updates.

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SANDOVAL AMENDMENT: Direct the CEO to request Metrolink to conduct a full, transparent, and comprehensive audit of the following:

- A. Train parts/locomotives and safety concerns at Metrolink;
- B. A forensic comprehensive audit to explain the March 2026 service reduction; and
- C. A review of Alstom's performance in maintaining and operating Metrolink's locomotives, under both their current and prior contract.

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

23. SUBJECT: METRO OFFSITE ADVERTISING MOTION

2026-0690

APPROVED ON CONSENT CALENDAR Motion by Yaroslavsky, Bass, Padilla, Mitchell, and Horvath to direct the Chief Executive Officer, in consultation with any relevant County or City of Los Angeles departments, to:

- A. EVALUATE the feasibility of temporary advertising on construction walls or solid fencing at one Metro-owned property within the City of Los Angeles, including but not limited to the Metro-owned lots on (1) the southwest corner of Wilshire Boulevard and La Brea Avenue; and (2) relevant East San Fernando Valley line parcels. The evaluation should rank candidate sites based on financial feasibility and identify any additional properties that may be well suited for this use;
 - 1. This evaluation should include an estimate of gross advertising revenue, projected net revenue, vendor costs, maintenance costs, permitting costs, enforcement costs to determine whether the program is likely to generate net revenue sufficient to justify implementation. If the analysis shows promise, identify options for dedicating net revenue to Metro priorities such as station maintenance, public safety, graffiti abatement, customer experience, construction mitigation, or service support;
- B. IDENTIFY all existing policies and regulations related to advertising content, Olympic and Paralympic Games rules, public agency advertising standards, land use approvals, joint development agreements, federal funding requirements, or existing Metro advertising contracts; and

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- C. REPORT BACK in 90 days to the Finance, Budget, and Audit Committee with the findings from the evaluation, and if financially feasible, a proposed pilot framework, including recommended site or sites, legal findings, permitting pathway, revenue projections, maintenance and enforcement plan, community outreach plan, and timeline for implementation.

25. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT 2026-0562

APPROVED ON CONSENT CALENDAR the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

26. SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE 2026-0583

APPROVED:

- A. the use of \$1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;
- B. AMENDING the FY27 Budget by \$1,000,000 to authorize expenditures for Recommendation A; and
- C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process.

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

27. SUBJECT: OPEN STREETS - CRITERIA FOR 2027 REQUEST FOR PROPOSALS MOTION 2026-0688

APPROVED AS AMENDED Motion by Bass, Yaroslavsky, Padilla, Butts, Solis and Horvath to direct the CEO to:

- A. ENSURE the following criteria will be applied when evaluating the grant applications for Open Streets events held ~~in FY 2027~~ between January 2027 - July 2028;
1. Establish a maximum grant amount of \$250,000, while maintaining the existing minimum local match requirement;

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2. ~~A minimum of 3 consecutive miles of street closure per event~~ No minimum route length requirement shall apply;
 3. Applications should prioritize events that bring multiple communities and local businesses together around a unifying theme; and
- B. REPORT BACK to the Board within 120 days to formalize the request made in Board Report - 2025-0854, with alternatives that identify funding to support Open Streets programming and events beginning in FY 2028 and continuing thereafter.

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

28. SUBJECT: RAIL STATION NAMES – WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 3 **2026-0621**

WITHDRAWN:

RECOMMENDATION

~~ADOPT the staff recommendation for the following official and operational station names for the two stations that comprise Metro Rail's D Line Extension, Section 3:~~

~~**Official Station Name:** Wilshire/UCLA~~

~~**Operational Station Name:** Wilshire/UCLA~~

~~**Official Station Name:** Wilshire/VA Medical Ctr~~

~~**Operational Station Name:** Wilshire/VA Medical Ctr~~

29. SUBJECT: KEEPING METRO AFFORDABLE, EXPANDING METRO'S SUBSIDIZED FARE AND FARELESS PROGRAMS MOTION **2026-0689**

APPROVED ON CONSENT CALENDAR Motion by Bass, Dupont-Walker, Richardson, Mitchell, Solis and Sandoval to direct the CEO to:

- A. DEVELOP a plan to increase participation in Metro's subsidized fare and fareless programs by at least 30 percent, including the LIFE Program, GoPass, U-Pass, the Employer Program and all existing programs that provide free or reduced-cost transit to eligible riders. The plan should include strategies to increase employer participation and encourage more employers to subsidize or provide free or reduced-cost transit with their employees;

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- B. REPORT BACK to the Board within 90 days with recommendations for achieving the 30 percent expansion for calendar year 2027, including but not limited to;
 - 1. Current enrollment and utilization levels for each subsidized or fareless fare program;
 - 2. An assessment of eligible riders consistent with an equity lens who are not currently enrolled or regularly utilizing available benefits;
 - 3. Strategies to increase enrollment, retention, and utilization;
 - 4. Identification of administrative, technological, or other barriers to participation;
 - 5. Opportunities to simplify enrollment and eligibility verification;
 - 6. Opportunities to expand digital access to fare benefits through the TAP app and other TAP system enhancements;
 - 7. Recommendations for measuring the impact of the expansion on ridership, customer access, public safety, and other relevant outcomes.
 - 8. Gather data that analyzes the demographics and ridership in the City of Los Angeles, the 87 cities, and unincorporated areas of Los Angeles County;
 - 9. An assessment of the resources necessary to sustain increased participation, including potential federal, state, local, philanthropic, and other funding sources and fare recovery;
- C. EXPAND outreach and enrollment efforts, in coordination with community-based organizations, schools, local governments, social service agencies, and other community partners, with an emphasis on reaching eligible residents who are not currently participating in Metro's subsidized fare programs; and
- D. ANALYZE the 2021 Fareless System Initiative Study to identify opportunities for potential implementation, including consideration of operational, financial, equity, and regional impacts.

**32. SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM 2026-0063
CONSULTANT SUPPORT SERVICES**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 34 to Contract No PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for the P2000 Light Rail Vehicle (LRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) contract price by \$810,985.32, from \$11,012,090.20 to \$11,823,075.52, and extending the period of performance from September 30, 2026 through June 30, 2034. This requested increase to the NTE contract price is within the current P2000 LOP budget.

34. SUBJECT: HI RAIL SWING LOADERS 2026-0564

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of \$2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

35. SUBJECT: UNIFORM RENTAL SERVICES 2026-0566

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. OP44851-20008370 with Prudential Overall Supply for uniform rental services, to exercise the one, three-year option in the Not-To-Exceed (NTE) amount of \$3,575,446, increasing the total contract NTE amount from \$3,256,271 to \$6,831,717, and extending the period of performance from December 1, 2026 to November 30, 2029.

**36. SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION 2026-0567
AND REPLACEMENT SERVICES REGIONS 1 THROUGH 3**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. OP964830008370 with Graffiti Shield, Inc. for stainless steel anti-graffiti film installation and replacement services for Regions 1, 2, and 3, to exercise the first one-year option in the Not-To-Exceed (NTE) amount of \$5,737,859, increasing the total NTE contract amount from \$15,722,845 to \$21,460,704, and extending the period of performance from December 1, 2026, to November 30, 2027.

**39. SUBJECT: METRO C-LINE TRACTION POWER SUBSTATION (TPSS) 2026-0569
REPLACEMENT PROJECT**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to increase the Life of Project Budget (LOP) for the Project 205670 - Metro C Line Traction Power Substations Replacement by \$63,000,000 increasing the Life of Project from \$98,500,000 to \$161,500,000.

40. SUBJECT: METRO BIKE SHARE 2026-0672

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of \$7,550,000, increasing the total contract value from \$139,830,029 to \$147,380,029.

**46. SUBJECT: BUS ACQUISITION OF 220 FORTY-FOOT BATTERY 2026-0577
ELECTRIC BUSES**

AUTHORIZED AS AMENDED the Chief Executive Officer to:

- A. AWARD Contract No. OP118576(2)000 with El Dorado National (California), Inc. (ENC), for the manufacturing and delivery of 220 Battery Electric Buses (BEBs) in the amount of \$337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;
- B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from \$52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by \$382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of \$434,355,185; and
- C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to \$1,000,000.

BASS AMENDMENT: Direct the CEO to:

- A. AWARD the base contract of 220 Battery Electric Buses (BEBs) to El Dorado Nation Inc.;

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- B. REQUIRE that the exercise of any contract option(s) for the purchase of Battery Electric Buses beyond the 220-bus base order ("Option Vehicles") be subject to Board approval;
- C. DIRECT that the exercise of an option to purchase the remaining 1,600 Option Vehicles be structured for purposes of Board authorization in increments not to exceed 300 BEBs. The Board reserves the right to not exercise any option and to rebid the first option and any subsequent options presented;
- D. Any request to the Board to approve the purchase of Option Vehicles shall include an evaluation regarding contractor's performance with respect to the following:
1. Adherence to established vehicle delivery timelines aligned with:
 - i. Fleet replacement requirements;
 - ii. Depot electrification;
 - iii. Infrastructure readiness;
 - iv. Retirement schedules for aging compressed natural gas (CNG) buses;
 2. Demonstrated operational reliability, range, efficiency, and technical performance of delivered BEBs in revenue service; and
 3. Compliance with US Employment Program commitments, including:
 - i. Contract specific labor values forms
 - ii. Job creation/retention metrics
 - iii. Workforce training
 - iv. Commitment to hire disadvantage workers
 - v. Certified payroll reporting
 - vi. Compliance with labor standards and Metro's Manufacturing Careers Policy.

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

47. SUBJECT: CLOSED SESSION**2026-0697****A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)**

1. Trell Walker v. LACMTA, LASC Case No. 23STCV08553

APPROVED settlement in the sum of \$900,000.

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

2. Raul Estrada v. LACMTA, LASC Case No. 23STCV30173

APPROVED settlement in the sum of \$700,000.

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

3. Justin Chanski v. LACMTA, et al., LASC Case No. 23STCV26187

APPROVED settlement in the sum of \$250,000.

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

4. Genoveva Estrada Morales v. LACMTA, LASC Case No. 22STCV36213

APPROVED settlement in the sum of \$1,500,000.

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

5. LACMTA v. California Drop Forge, Inc., et al., USDC, C.D. Cal., Case No. 2:23-cv-01728

No report.

6. Jharlinn Avelar, et al. v. LACMTA, et al., LASC Case No. 19STCV11537

No report.

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

Initiation of Litigation (Two cases)

No report.

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C. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins

Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

No report.

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

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

No report.

ADJOURNED AT 1:50 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

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

Collette Langston, Board Clerk

From: [Leya Luo](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) General Public Comment
Date: Wednesday, September 23, 2026 4:42:36 PM

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To whomever it may concern,

My name is Leya Luo and I am opposed to further Metrolink service cuts. I am a UCLA neuroscience graduate student whose partner is pursuing a PhD at UC Riverside, and neither of us own a car. Therefore, Metrolink service cuts would be financially prohibitive to both of us, along with anyone else who depends on Metrolink trains for their commute. In addition, cutting Metrolink services will just lead to its former customers using alternate forms of transportation that are more reliable and lessen the revenue produced by Metrolink, causing a death spiral for the program.

Thank you.

From: [Luke Mawhinney](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 12:58:21 PM

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Metro Board Clerk,

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

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

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

We deserve better.

Thank You,

Luke Mawhinney

[REDACTED]
[REDACTED]
[REDACTED]

From: [Michael Keshish](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 11:11:49 AM

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We deserve better.

Thank You, M

Michael Keshish

[REDACTED]
[REDACTED]
[REDACTED]

From: [Huzail Hassan](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 9:08:56 AM

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We deserve better.

Thank You,

Huzail Hassan

[REDACTED]
[REDACTED]
[REDACTED]

From: [JUAN CORNEJO](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 7:05:28 AM

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We deserve better.

Thank You,

JUAN CORNEJO

[REDACTED]
[REDACTED]
[REDACTED]

From: [Stan Oklobdzija](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, September 21, 2026 7:26:44 PM

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We deserve better.

Thank You,

Stan Oklobdzija

[REDACTED]
[REDACTED]
[REDACTED]

From: [Alan Zhang](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Monday, September 21, 2026 12:28:35 PM

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We deserve better.

Thank You,

Alan Zhang

[REDACTED]
[REDACTED]
[REDACTED]

From: [Emily Klapman](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Don't Cut Funding to Metrolink
Date: Wednesday, September 23, 2026 12:52:12 AM

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We deserve better.

Thank You,

Emily Klapman

[REDACTED]
[REDACTED]
[REDACTED]

From: [Laura Krull](#)
To: [Board Clerk](#)
Cc: [Mark Roberts](#); [Caroline Samponaro](#)
Subject: (EXTERNAL) LA Metro Board Meeting 9/24: Public Comment — Metro Bike Share (Consent Calendar Item 40)
Date: Wednesday, September 23, 2026 3:10:48 PM
Attachments: [ATT00001.png](#)

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LA Metro Board Meeting Public Comment — Consent Calendar Item 40 (Metro Bike Share)

My name is Laura Krull. I am submitting this comment on behalf of Lyft Urban Solutions. We raised concerns about Item 40 before the Operations, Safety, and Customer Experience Committee on September 17th, and are writing again ahead of the full Board's vote to urge that Metro pull this item from the consent agenda to allow for robust discussion about the future of bikeshare in LA and the region, and ultimately to defer this item for the reasons outlined below.

LA deserves an upgraded bike share system. By approving the 60 station expansion as contemplated in Item 40, Metro will unintentionally lock the region and the Agency into a suboptimal and expensive approach, a system with a history of underperformance, and one that Metro staff and Board Members noted last week includes an app, software and equipment that is out of date.

Extending the Existing Contract Is Costly to Taxpayers Today and in the Future

The Contract Modification/Change Order Log attached to the Committee's agenda for Item 40 shows that the incumbent operator has charged Metro \$1.1 million per month for operations, consistently, for more than three years of extensions beyond the contract's original term. That is over \$13 million a year. That rate is significantly more expensive than what the competitive procurement would have delivered. In fact, Lyft's own bid on the RFP Metro canceled last week would have replaced and expanded the program with all new equipment and state of the art technology for significantly lower cost.

Given that bike share equipment is not compatible between platforms, by funding 60 new stations using the existing provider's equipment, Item 40 inadvertently consigns Metro to continue operating the 225 existing stations for the foreseeable future, or undertake the same replacement process that the cancelled RFP contemplated.

By approving Item 40 and funding expansion using the existing equipment Metro is all but closing the door on the opportunity to get a new operator and better service for the region.

A Future Operations-Only Procurement Will Not Be Competitive

Because bike share companies typically specialize in operating their own equipment, any future RFP focused on making use of the existing Metro Bike Share equipment will likely attract only a small handful of qualified bidders, if any, who are capable of servicing this

specific legacy equipment. A decision today to expand the program with this equipment all but guarantees a non-competitive operations procurement tomorrow.

Next Steps for Metro Bike Share

We understand Metro is preparing to issue an RFI to explore new models for funding and operating bike share regionally. As Metro's own Scope of Services for the cancelled RFP acknowledged, MBS "relies upon the use of non-dedicated and scarce public resources to support its operation," making it "imperative that MBS demonstrate its value, success and financial sustainability to ensure its continued operation." A fiscal cliff will require difficult decisions and trade-offs, but bike share does not need to be one.

A low or no subsidy bike share model offers a solution that can both work within Metro's current fiscal realities while also providing a world class regional transit service that Angelenos deserve. We believe there is a clear path to a bike share program in Los Angeles that requires no operating subsidy at all. While the RFP that was cancelled explored the concept of achieving operational cost neutrality within 5 years, we believe that Metro can go even further. A properly constructed RFP that allows the Contractor to access multiple revenue sources, including rider revenue, advertising, sponsorship, and state grants, can allow the program to cease operating subsidies beginning on day one. We know this because we deliver this model of bike share in other large cities today. A modern, regional, self-sustaining bike share program is the right path forward for LA, not locking in another generation of subsidized operations under Item 40.

We respectfully urge the Board to reconsider Item 40, which doubles down on a broken model, and instead pursue a competitive path toward a bike share system that costs Los Angeles taxpayers nothing to operate.

Thank you,
Laura Krull

--

Laura Krull

Senior Policy Manager, West Coast
She/Her/Hers

San Francisco Office, PST





September 23, 2026

Chair Karen Bass and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Support for Agenda Item No. 46 – Bus Acquisition of 220 Forty-Foot Battery Electric Buses

Dear Chair Bass and Members of the Board:

On behalf of Earthjustice, we write to support Agenda Item No. 46 and urge the Board to approve the proposed contract for the acquisition of 220 forty-foot battery electric buses. This purchase would be a major step forward in Metro's transition to a zero-emission fleet and is critical to sustaining Metro's leadership on bus electrification. By approving one of the largest battery electric bus orders in the U.S., the Board can accelerate the retirement of polluting buses, deliver cleaner air to communities across Los Angeles County, and demonstrate that Metro is prepared to turn its ambitious electrification commitments into action.

Metro has repeatedly affirmed its commitment to cleaning up air pollution by electrifying its bus fleet. Battery-electric buses eliminate harmful tailpipe emissions, reduce noise impacts, and advance our climate and clean air goals. These benefits are especially important for communities located near major bus routes and operating divisions, as well as for Metro's riders and bus operators.

This bus purchase comes at the right time and would demonstrate real progress towards Metro's electrification goals. It has been nine years since Metro made its landmark commitment to transition to a 100 percent zero-emission bus fleet by 2030, but today less than 7 percent of Metro's buses are zero-emission vehicles. The proposed acquisition of 220 battery electric buses would put Metro within striking distance of electrifying 20 percent of its fleet, representing a major step towards eliminating harmful tailpipe pollution from bus operations. Approving the contract would support the continued retirement of polluting CNG buses while helping to align new electric bus deliveries with depot electrification projects that are currently underway.

This purchase is particularly urgent as Los Angeles prepares for the 2028 Olympic and Paralympic Games. The Games present a once-in-a-generation opportunity to demonstrate that Los Angeles is building a clean, modern transit system. Approving this purchase will help Metro

provide cleaner, quieter service during the Games while delivering lasting public health benefits to the riders and operators that depend on the buses, long after the Games are over.

An electric bus purchase of this size will also support the continued development of California's zero-emission transit bus market. Metro's purchasing decisions influence manufacturers, suppliers, and transit agencies across California and the nation. By proceeding with a battery electric bus purchase of this scale, Metro will send a clear signal that demand for battery electric buses is strong and will continue to grow.

But we cannot stop here. Metro must continue to make swift progress towards eliminating tailpipe pollution from its buses by reaching a 100 percent electric bus fleet. That continued progress will improve environmental justice, deliver strong outcomes for workers, and reflect the priorities of affected workers and communities. Following this initial base buy of 220 buses, Metro should work directly with labor and community organizations to ensure that options for up to 1,600 additional buses are exercised in a way that advances high-quality jobs, recognizes enforceable community and labor agreements, and applies transparent and consistently documented evaluation criteria. That process should ensure that future bus orders advance the Manufacturing Careers Policy's goals of supporting high-quality jobs and meaningful workforce opportunities.

We urge the Board to approve Agenda Item No. 46 and move forward with the acquisition of 220 battery electric buses. We also encourage the Board to direct staff to continue work towards a zero-emissions future, following through on the Board's commitment to a 100 percent electric fleet. Thank you for your leadership and continued commitment to protecting communities from harmful air pollution by transitioning to nonpolluting electric buses.

Sincerely,

Candice Youngblood

Kjellen Belcher

Adrian Martinez

Earthjustice



GREATER RIVERSIDE CHAMBERS OF COMMERCE

The Chamber... Building a stronger local economy

September 23, 2026

Mayor Karen Bass, City of Los Angeles, and Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority (Metro)
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: El Dorado National-California (ENC) – A Premier Manufacturer of High-Quality Transit Buses Based in Inland Southern California

Dear Honorable Chair Bass and Members of the Board:

On behalf of the Greater Riverside Chambers of Commerce, I am writing to express my appreciation for El Dorado National-California (ENC) and its commitment to manufacturing innovative transit vehicles in Southern California. ENC is a valued partner of the Chamber and an important contributor to our regional economy. Operating from its advanced manufacturing facility in the greater Riverside area, ENC is truly a hidden gem of Southern California. The company has established itself as a premier manufacturer of transit buses powered by clean diesel, compressed natural gas (CNG), electric, and electric-hybrid technologies, serving transit agencies throughout the nation while creating quality jobs here in our region.

I recently had the opportunity to tour ENC's facility and was impressed by several aspects of the operation. First, I was struck by the scale, precision, and quality of the manufacturing environment. The facility utilizes state-of-the-art equipment and processes within a safe and well-organized workplace to produce high-quality transit vehicles that meet the evolving needs of public transportation systems.

Second, I had the opportunity to observe many of the company's more than 300 employees at work. The professionalism, expertise, and energy demonstrated by the team reflected a culture of excellence and pride in craftsmanship. It was evident that ENC's employees are deeply committed to delivering reliable and innovative transportation solutions.

Third, I was able to ride one of ENC's all-electric, zero-emission transit buses. The experience reinforced my confidence in the company's products. The vehicle provided a remarkably smooth ride, featured comfortable passenger amenities, and exhibited the quality construction one would expect from a leading American manufacturer.

Beyond its manufacturing capabilities, ENC represents the type of advanced manufacturing employer that plays a critical role in building our region's future workforce. The Chamber looks forward to expanding our partnership with ENC to help develop stronger workforce pathways for local students and young adults. By introducing youth to careers in advanced manufacturing, engineering, and skilled trades, we can help cultivate the next generation of talent while supporting high-value employers that are investing in our community.

ENC's commitment to innovation, quality, workforce development, and regional economic growth makes the company an exceptional representative of Southern California manufacturing. We are proud to partner with ENC and look forward to supporting its continued success for years to come.

Please do not hesitate to contact me at (951) 683-7100 ext. 210 or nadcock@riverside-chamber.com if you have any questions or if we can be of further assistance. Thank you for your time and attention.

Respectfully,


Nicholas Adcock
President/CEO



September 24, 2026

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

Re: Item 46 – Procurement of 220 Battery Electric Buses

Dear Chair Bass, CEO Wiggins, and Members of the Board:

On behalf of IBEW Local 11 and the Los Angeles Chapter of the National Electrical Contractors Association (LA NECA), we support Metro's proposed procurement of 220 battery-electric buses and encourage Metro to continue moving forward with the electrification of its bus fleet.

The transition to zero-emission transportation represents an important investment in Los Angeles County's infrastructure and creates opportunities for skilled electrical contractors, electricians, and apprentices. As Metro continues to make these investments, we encourage the agency to ensure that they **create high-road career opportunities that provide family-sustaining wages and benefits, access to apprenticeship training, and pathways for career advancement.**

Metro has long recognized that its recurring bus procurements can be an opportunity to strengthen the local workforce. Its 2017 Strategic Plan for the transition to zero-emission buses specifically identified local hiring and recurring bus procurement as opportunities to bolster the region's labor force and create career paths in clean-energy technologies.

We appreciate Metro's continued investment in zero-emission buses and encourage the agency to maintain that momentum. We also encourage Metro to continue incorporating strong workforce standards into its fleet electrification investments, including the electrical infrastructure necessary to support them.

IBEW Local 11 and LA NECA look forward to continuing to work with Metro to advance a zero-emission bus system while ensuring that these investments create lasting economic and career opportunities for workers.

Sincerely,

Joe Sullivan

Director of Energy and Workforce Solutions

IBEW Local 11 and the LA Chapter of the National Electrical Contractors Association

September 23, 2026

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

Re: Support for Agenda Item 46 — Zero-Emission Bus Procurement (220 Battery Electric Buses)

Dear Chair and Members of the Board:

On behalf of the Los Angeles Area Chamber of Commerce, the largest business organization in the Los Angeles region, I write to respectfully urge the Board to approve Agenda Item 46, awarding the contract for the manufacture and supply of 220 battery electric buses. This procurement is essential to Metro's transition to a zero-emission fleet and the replacement of the agency's aging CNG buses, and we ask that the Board act to advance it without further delay.

The Chamber commends Metro staff for their diligence throughout this procurement. The agency's recommendation to award the contract to ElDorado National (California), Inc. follows a competitive RFP process and reflects the staff's determination that ENC's proposal offers the highest rating and the best value to Metro and its ratepayers. **We urge the Board to honor that process and the staff recommendation it produced.**

We note that the award has withstood scrutiny. A protest filed against the contract award was reviewed and denied by Metro on August 28, 2026, and a subsequent appeal was reviewed and denied on September 10, 2026. The protest period has now expired. With the competitive process complete and the integrity of the award confirmed, the Board has a clear path to proceed.

Beyond the environmental benefits of fleet electrification, this procurement carries substantial economic value for the region. It will support Southern California manufacturing and approximately a dozen local suppliers and vendors, sustaining as many as 1,000 direct, indirect, and induced regional jobs. **These are public dollars, and the Chamber believes Metro should maximize the share of this investment that returns to Southern California workers, businesses, and communities.**

Approving this item allows Metro to support local jobs, strengthen the region's manufacturing base, secure the best value for taxpayers, and accelerate the transition to clean transportation. We respectfully ask the Board to approve this item.

Thank you for your consideration.

Sincerely,


Carlos Singer
Senior Vice President & Chief Policy Officer



September 23, 2026

Board of Directors
Los Angeles County Metropolitan Transportation Authority (Metro)
VIA ELECTRONIC MAIL

RE: Support - Agenda Item 46: Bus Acquisition of 220 Forty-Foot Battery Electric Buses

Dear Members of the Metro Board:

On behalf of the Los Angeles Cleantech Incubator (LACI), we urge the Board to approve and advance Metro's pending battery-electric bus procurement without further delay and preserve the opportunity to put more electric buses into service before the 2028 Olympic and Paralympic Games to advance cleaner air for Angelenos - in particular those most vulnerable in frontline communities - for decades to come.

To advance LACI's mission of creating an inclusive green economy, our Transportation Electrification Partnership (TEP) set a target in 2018 of 100% electric buses by the 2028 Games. As such, LACI and TEP have consistently advocated for accelerating electrified transit across the region - along with last and first mile solutions, active transit, and other investments - including support for Metro's transition to an all-electric bus fleet.

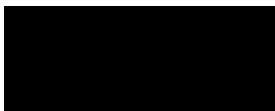
In December 2024, LACI released [Going for Gold: A Blueprint to Catalyze Medium- and Heavy-Duty Charging Infrastructure Investments in the Los Angeles Region Preceding the 2028 Games](#), which specifically calls for accelerating Metro depot electrification and finalizing engineering and procurement decisions to maximize electric transit service during the 2028 Games.¹ This work is essential to improving air quality, particularly in communities disproportionately burdened by transportation pollution.

We commend Metro's efforts to fulfill its 2035 fleet electrification target and urge the agency to electrify as much of the fleet as possible by 2028. The Games provide a key opportunity to accelerate investments that will serve as a legacy for decades. Every additional electric bus in service can help reduce pollution along Metro routes, deliver quieter transportation for riders, and generate economic benefits to our communities.

Metro's Board report anticipates deliveries of the 220 battery-electric buses beginning in spring 2028. Further procurement delays risk limiting the buses available to showcase electrified transit as Los Angeles welcomes the world for the 2028 Games. We urge the Board to resolve any outstanding issues expeditiously and move to advance procurement promptly, and protect the delivery schedule, including for related charging infrastructure to ensure reliable service and maximize electric-bus deployment.

Thank you for your leadership and partnership. LACI looks forward to continuing our work with Metro to make clean air a lasting legacy of the 2028 Games.

Sincerely,



Matt Petersen, CEO
Los Angeles Cleantech Incubator

¹ Los Angeles Cleantech Incubator. *Going for Gold: A Blueprint to Catalyze Medium- and Heavy-Duty Charging Infrastructure Investments in the Los Angeles Region Preceding the 2028 Games*. December 2024, p. 7, "Transit Electrification."

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058

DISTRICT OFFICE
391 NORTH MAIN STREET, SUITE 210
CORONA, CA 92878
(951) 371-6860

EMAIL

Assemblymember.Castillo@assembly.ca.gov



COMMITTEES
VICE-CHAIR, HUMAN SERVICES
VICE-CHAIR, ECONOMIC DEVELOPMENT,
GROWTH, AND HOUSEHOLD IMPACT
EDUCATION
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC
MATERIALS

September 11, 2026

LA Metro
One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012
Metro Board Room

Dear Chair and Directors,

I am proud to represent California's 58th Assembly District, which includes Jurupa Valley, home to ENC's bus manufacturing facility. I also serve as Vice Chair of the Assembly Committee on Economic Development.

I write again in strong support of ENC as the Los Angeles County Metropolitan Transportation Authority considers the anticipated procurement of more than 200 electric transit buses, expected to come before the Metro Board on September 24. This procurement represents an important opportunity to advance clean transportation while supporting high-quality California manufacturing jobs.

Earlier this year, I had the opportunity to tour ENC's facility and witness firsthand the skilled California workers building these buses from end to end. It is precisely the kind of American manufacturing we should be championing.

ENC has been manufacturing transit buses in California since 1975 - for more than 50 years - and builds every bus entirely in the United States at its 227,000-square-foot, ISO 9001-certified facility on 17 acres in Jurupa Valley. Under its new ownership by Rivaz since 2024, the company has invested more than \$50 million in facility upgrades, workforce development, and planned expansion.

ENC now employs more than 300 people and continues to hire and grow. A Metro award of this scale would help sustain and expand those direct manufacturing jobs in Southern California while also supporting ENC's network of local and regional suppliers.

Awarding this procurement to ENC would keep a significant public investment working here in California. It would support skilled jobs while putting safe, reliable, zero-emission, American-made buses on Metro's streets. Every ENC bus is Buy America compliant, Altoona-tested, and FTA-approved, helping ensure that transit investments strengthen California manufacturing and California workers.

ENC also operates its own manufacturing training center and partners with UC Riverside, Cal Poly Pomona, and local community colleges to develop skilled local talent. These partnerships create career pathways and strengthen the region's manufacturing workforce for the long term.

STATE CAPITOL
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(916) 319-2058

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COMMITTEES
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VICE-CHAIR, ECONOMIC DEVELOPMENT,
GROWTH, AND HOUSEHOLD IMPACT
EDUCATION
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC
MATERIALS

LETICIA CASTILLO, MA, LMFT, LPCC
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

For these reasons, I am proud to support ENC and respectfully urge the Board to move forward with a procurement that recognizes ENC's proven manufacturing capacity, growing workforce, and commitment to building clean transit vehicles here in Southern California.

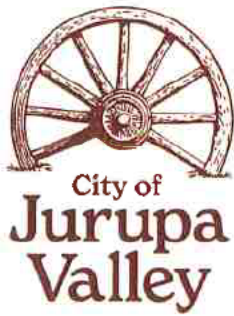
Thank you for your time and for your leadership in building a stronger, cleaner transit system for Los Angeles County.

Sincerely,

(6)



Leticia Castillo
Assemblywoman, 58th District
Vice Chair, Assembly Committee on Economic Development



Mayor

Brian
Berkson

Mayor Pro Tem

Chris
Barajas

Council
Members

Armando
Carmon

Guillermo
Silva

Veronica
Sanchez

LA METRO
One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012
Metro Board Room

Dear Chair and Directors,

On behalf of the Jurupa Valley City Council, I am writing to express my strong support for awarding the bus contract to El Dorado National (ENC).

As Mayor of Jurupa Valley, I am proud to represent a community that is home to ENC's manufacturing facility and hundreds of skilled employees. I recently had the opportunity to tour ENC's Jurupa Valley facility, and I was impressed firsthand by the company's manufacturing capabilities, the quality of its operations, and its commitment to its employees.

During my visit, I witnessed the highly skilled workforce involved in manufacturing transit buses from end to end. It was clear that ENC is not simply operating a manufacturing facility in Jurupa Valley, it is investing in its employees, developing skilled workers, and contributing to the strength of our local economy.

ENC has been manufacturing transit buses in California since 1975 and has established a significant presence in Jurupa Valley. Since its acquisition by Rivaz in 2024, the company has invested more than \$50 million in facility upgrades, workforce development, and planned expansion. The company now employs more than 300 people at its Jurupa Valley facility and continues to grow.

Awarding this contract to ENC would help sustain and expand these investments while supporting quality manufacturing jobs here in Jurupa Valley and throughout Southern California. It would also ensure that public transit investments help support American manufacturing and California workers.

ENC's commitment to workforce development is particularly noteworthy. The company operates its own manufacturing training center and works with educational institutions to develop the skilled workforce necessary to support advanced manufacturing careers. These efforts provide meaningful opportunities for local residents and contribute to the long-term economic

strength of our region.

Having personally toured the facility, I can attest to ENC's manufacturing capabilities and, equally important, its commitment to the people who make its operations successful. ENC is an important employer and corporate partner in Jurupa Valley, and we are proud to have the company as part of our community.

For these reasons, I respectfully urge LA Metro to award the bus contract to ENC. This decision would support a proven California manufacturer, protect and create quality jobs, and reinforce our shared commitment to strengthening domestic manufacturing and the Southern California economy.

Thank you for your consideration and for your continued leadership in providing safe, reliable, and high-quality public transportation throughout our region.

Sincerely,



Brian Berkson
Mayor



Mayor

Brian
Berkson

Mayor Pro Tem

Chris
Barajas

Council
Members

Armando
Carmon

Guillermo
Silva

Veronica
Sanchez

LA METRO

One Gateway Plaza, 3rd Floor

Los Angeles, CA 90012

Metro Board Room

Dear Chair and Directors,

On behalf of the City of Jurupa Valley, I am writing to express our strong support for awarding the bus contract to El Dorado National (ENC).

ENC has been an important part of Jurupa Valley's business community and manufacturing base for more than five decades. Since 1975, ENC has manufactured transit buses in California, with its 227,000-square-foot, ISO 9001-certified manufacturing facility located right here in Jurupa Valley. The company's continued investment in its facility and workforce represents the type of high-quality manufacturing and economic opportunity that the City is committed to supporting.

Since Rivaz acquired ENC in 2024, the company has invested more than \$50 million in facility improvements, workforce development, and planned expansion. ENC's workforce has also grown significantly, with more than 300 employees currently working at the Jurupa Valley facility. These investments have a direct and meaningful impact on our local and regional economy.

Awarding this contract to ENC would help sustain and expand these investments in Southern California while supporting quality manufacturing jobs and ensuring that transit dollars contribute to domestic manufacturing. ENC buses are Buy America compliant, Altoona-tested, and FTA-approved, further demonstrating the company's commitment to meeting the standards necessary to support a safe and reliable transit system.

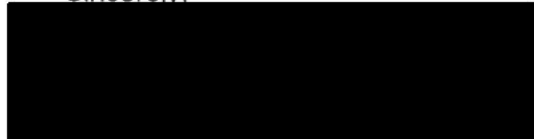
The City is also encouraged by ENC's commitment to workforce development. Through its manufacturing training center and partnerships with institutions such as UC Riverside, Cal Poly Pomona, and local community colleges, ENC is helping develop the skilled workforce needed to support advanced manufacturing and the broader Inland Empire economy.

As a growing city and a significant employment center within the Inland Empire, Jurupa Valley strongly values partnerships that create quality jobs, strengthen local manufacturing, and expand economic opportunities for our residents. ENC's continued presence and growth in our community directly supports these priorities.

For these reasons, the City of Jurupa Valley respectfully urges LA Metro to move forward with awarding the contract to ENC. We believe this investment will provide meaningful benefits not only to Los Angeles County's transit system, but also to Jurupa Valley, the Inland Empire, and California's manufacturing workforce.

Thank you for your consideration and for your continued commitment to strengthening Southern California's transportation network and economy.

Sincerely,



Rod Butler
City Manager



September 23, 2026

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

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Re: OP118576(2) – Battery-Electric Bus Procurement

Dear CEO Wiggins and Honorable Members of the Board:

We, the undersigned community and labor organizations, write regarding Metro's proposed award of OP118576(2) for battery-electric buses and continuing concerns with Metro's evaluation process and implementation of the Manufacturing Careers Policy ("MCP").

In July, Metro withdrew the proposed award from the Board agenda after concerns were raised about unexplained disparities in U.S. Employment Plan ("USEP") scoring. Metro then reevaluated the proposals and produced materially different results, including more than doubling one bidder's USEP score. Yet Metro has not disclosed the

criterion-by-criterion scoring, evaluator analysis, or methodology necessary to explain either evaluation.

The lack of transparency is particularly concerning because the questions extend beyond USEP. ENC, the recommended awardee, has never delivered a battery-electric bus, yet received past-performance and project-management scores comparable to more established electric bus manufacturers. Taken together, these issues make it difficult to determine whether Metro applied the solicitation's stated criteria consistently.

There is no longer a reliable basis for confidence that the proposals are being scored fairly or against a consistent standard. The criteria and evaluation process used to make an investment of this magnitude should be one Metro is prepared not only to defend, but to repeat.

We have three areas of concern:

- 1. The current proposed award has revealed numerous problems. Metro should engage with stakeholders to make sure there is a fair process moving forward so that this never happens again.**

If the current proposed contract is awarded, Metro should monitor it carefully and learn from its mistakes so that companies are given an opportunity to put forth their strongest commitments to community-labor partnerships. The proposed award to EIDorado shows the many problems in Metro's application of the MCP and in its overall scoring. EIDorado proposes low wages and benefits and no real commitment to disadvantaged hiring and apprenticeship programs. While there is more EIDorado can do to be more like its competitors, they were awarded high points for the USEP. Metro's materials obtained less than 2 weeks ago provide general descriptions of bidder strengths and weaknesses but do not disclose how evaluators applied the individual scoring criteria. Then the scores were inexplicably revised between committee consideration and the July board meeting.

Similar questions arise in other portions of the evaluation. "Experience and Past Performance," worth 200 points, specifically called for experience with similar buses, "particularly BEB propulsion systems." Yet ENC received a nearly 70% score on past performance even though Metro's July 2026 Board Report identifies its prior Metro experience only as CNG buses, identifies no comparable completed battery-electric bus delivery, and notes that ENC paused production in late 2024 before restarting under new ownership in 2025. The current materials do not explain how Metro weighed those facts under the stated criteria.

2. Amend the MCP so enforceable community or labor agreements can satisfy duplicative commitment and reporting requirements.

This procurement also exposed a problem with how the MCP treats existing legally enforceable workforce agreements. Metro's revised Procurement Summary indicates that New Flyer received limited USEP credit largely because it relied on existing labor agreements instead of making new contract-specific commitments and completing contract-specific Labor Value Forms.

The MCP should be amended to allow existing enforceable workforce agreements to satisfy reporting requirements. Where manufacturers fulfill multiple contracts in the same facility, requiring them to separately track labor hours attributable to Metro buses creates unnecessary burdens when the same workforce obligations are already established through collective bargaining agreements, community benefits agreements, and comparable enforceable labor agreements.

Bidders have raised this issue in prior procurements, but Metro has not addressed it. As a result, the current structure can disadvantage bidders precisely because they rely on existing enforceable agreements that already advance the MCP's substantive goals. Allowing equivalent agreements to satisfy corresponding USEP requirements would correct that misalignment without otherwise changing the MCP.

3. Establish a clearer and more objective scoring and documentation process that can be applied consistently across procurements.

Metro should revise its scoring and evaluation procedures so solicitations clearly identify what commitments will receive credit, evaluators apply those criteria consistently, and the procurement record documents the basis for material scoring decisions and revisions. Metro should develop these reforms in consultation with community and labor organizations and other stakeholders with experience implementing the MCP and Best Value procurements overall.

We strongly support Metro's transition to zero-emission buses and the MCP's goal of ensuring that major public investments support high-quality jobs and workforce opportunities. Both goals depend on a procurement process that is competitive,

transparent, consistently administered, and capable of producing a defensible result. We support future contract awards or options going to companies who have raised their standards for workforce investments beyond the status quo.

We therefore urge Metro to rebid the procurement for the options for OP118576(2) and allow bidders to submit revised proposals under clear and corrected criteria; amend the MCP so enforceable community or labor agreements can satisfy duplicative commitment and reporting requirements; and establish a transparent, documented, and consistently applied scoring process for future best value procurements.

Sincerely,

Claude Cummings
President
Communications Workers of America

Yvonne Wheeler
President
Los Angeles County Federation of Labor

Frank Arce
Vice President
CWA District 9

Matt Lelou
President
CWA Local 7304 (MN)

Mel Taylor
President
IUE-CWA Local 83600 (KY)

Madeline Janis
Executive Director
Jobs to Move America

Carl Kennebrew
President
IUE-CWA

Mike Miller
Director
UAW Region 6

Erica Ericson
President
IUE-CWA Local 81500 (NY)

Marcus King
President
IUE-CWA Local 83700 (AL)

Trina Traylor
Senior Campaign Coordinator
Los Angeles Black Worker Center

From: [Christy Schauf](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Sunday, September 20, 2026 9:45:28 AM

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Dear LA Metro Board,

I am writing to urge you to expand upon your 2017 and 2020 plans to electrify 12% of your buses by 2030.

This decision was momentous at the time and has moved us in the right direction. But as one of the largest cities in the country, and one that is rendered difficult to navigate without a personal vehicle, it is imperative that:

- We make the majority of our bus lines electric
- Our buses are made more accessible across all income levels
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As Metro has worked to make the J Line electric, your ridership -- consisting of mostly working-class and communities of color -- has been forced to inhale the emissions coming from these diesel-fueled bus lines, both in their neighborhoods along major bus routes and in the buses (as passengers).

It's beyond time to move us into the future with buses running on clean energy. And given that the LA Metro is backed by taxpayer money, you owe us, your daily passengers, a healthy, safe mode of transportation.

The wheels of time won't be as forgiving to entities that ignored the needs of their communities. Make the right decision today -- fund the transition to electric buses now!

Sincerely,

Christy Schauf



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

From: [Gabe Barr](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:22:08 PM

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Gabe Barr



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From: [Rafael Barr](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:21:43 PM

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Sincerely,

Rafael Barr



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

From: [Alicia Barr](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:21:26 PM

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Sincerely,

Alicia Barr



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

From: [Rose Barr](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:21:08 PM

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Sincerely,

Rose Barr



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

From: [Patrice Strong](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 14, 2026 9:50:22 PM

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Sincerely,

A large black rectangular redaction box covering the signature area.

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

From: [Christy Schauf](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 14, 2026 2:10:41 PM

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Sincerely,

Christy Schauf



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From: [Carlos Arnold](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 14, 2026 12:34:05 AM

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Sincerely,

A large black rectangular redaction box covering the signature area.

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From: [B Chan](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Saturday, September 12, 2026 10:36:15 PM

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Sincerely,

B Chan



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From: [Dennis Landi](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Wednesday, September 9, 2026 8:24:04 AM

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Dear LA Metro Board,

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Sincerely,

Dennis Landi



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From: [LIII D](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 7, 2026 12:39:53 PM

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Sincerely,

LIII D



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

From: [Jan Palchikoff](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Friday, September 4, 2026 10:53:06 AM

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From: [Ryan Dell](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, August 31, 2026 12:47:44 PM

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Ryan Dell



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From: [Don Lukenbill](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, August 11, 2026 3:16:00 PM

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From: [C. Y](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Saturday, August 8, 2026 2:40:21 AM

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From: [Edwin Wallum](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, August 4, 2026 11:52:05 AM

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From: [Gary Corda](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, August 3, 2026 3:49:48 PM

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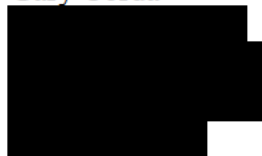
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From: [Jacob Mcnevin](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, August 3, 2026 7:21:46 AM

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Jacob Mcnevin



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From: [Karen Sutton](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Sunday, August 2, 2026 4:38:45 PM

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Sincerely,

Karen Sutton



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From: [Stephen Fitch](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Wednesday, July 29, 2026 5:50:38 PM

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From: [Ree Whitford](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Wednesday, July 29, 2026 7:16:45 AM

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From: [John Rand](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 22, 2026 2:46:08 PM

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Alberto Veloso, President / Ronee Reece, Vice President
Lara Morrison, Treasurer / VACANT, Secretary
Quazi Huda, Community Interest Rep / Robert Reyes Villagómez, At-Large Rep
Kahlinah Garrett, Resident Tenants Rep / Gaines Newborn, Business Rep
Philip Armstrong, At-Large Rep / Luna Watanabe, Student Youth Rep
Shafi Ahmed, Community Based Organization Rep



Community Impact Statement

Position: SUPPORT #25-1295; OPPOSE LA ART.

September 15, 2026

To: California Department of State Parks Commissioners

CC: Los Angeles City Council, Los Angeles City Mayor's Office, Los Angeles Metro Board

RE: Community Impact Statement opposing proposed LA ART project

Los Angeles State Historic Park (LASHP) is a "A State Park for the People by the People" and the only State Park created from community organizing from the Chinatown Yard Alliance that advocated and won public park space instead of an industrial warehouse.¹ This is an example of how environmental justice, if pursued and funded, can enrich our communities as well as how public agencies should act on behalf of the public. Just 3.5 miles away from Rampart Village, many of our constituents celebrate the park which is a space for relaxation, recreation and connection. The proposed Los Angeles Aerial Rapid Transit (LA ART) project threatens LASHP through an aerial gondola that, if approved, would degrade LASHP, negatively impact surrounding communities and violate public trust and intergovernmental relations through discarding meaningful tribal and public engagement to advance private transit funded by billionaire interests. This project has no meaningful funding plan and is not evidence based – it is more akin to a Disneyland transit option than serious infrastructure that will alleviate the traffic issues that Dodger Stadium has incurred for decades.

While outside of the boundaries of Rampart Village, we move to oppose this development in solidarity with the Historic Cultural North Neighborhood Council which moved to oppose the project in April 2024. Since then, the Highland Park, Elysian Valley Riverside, Pico Union, Bel-Air Beverly, Greater Toluca Lake, Hermon, Studio City, and Silverlake Neighborhood Councils have submitted opposing community impact statements relating to this project.

Above all, we recognize that the City of Los Angeles stands on unceded Tongva, Tataviam, Serrano, Kizh, and Chumash lands. All development and land use decisions should move to shared stewardship and repatriation with Los Angeles first people. On August 18, 2026, the San Gabriel Band of Mission Indians reaffirmed their opposition to the project, citing lack of legally required government to government engagement regarding the State Parks General Plan Amendment process. We stand with their call for the State Parks and Recreation Commission to not approve the proposed General Plan Amendment at the upcoming October 29 meeting and meaningfully consult with the tribe who had blessed the park upon opening.

¹ Thousands Celebrate Grand Opening of Los Angeles State Historic Park
<https://www.parks.ca.gov/NewsRelease/809>. Accessed: August 20, 2026

We call for the Los Angeles Mayor's Office, California State Parks Department and LA ART to listen to the surrounding communities who have rejected this plan for 8 years and shut down this project. We oppose the LA ART project for the following reasons:

1. **Environmental destruction:** To build the proposed development, more than 200 trees must be cut down, including in L.A. State Historic Park, Historic Olvera Street, Elysian Park and along the route.² The surrounding community would lose shade providing trees that would increase the urban heat island effect, deteriorate the urban environment and drive-up energy costs for cooling. Additionally, State Parks staff and community groups have cultivated native plant communities that serve the needs of local flora and fauna, including endangered species. LASHP trees have established themselves over the past 20 years. With an exacerbating climate crisis, we need to preserve mature trees, not cut them down for a self-serving transit project.
2. **Inequitable development:** The surrounding neighborhoods of Chinatown, Solano Canyon, William Mead, and El Pueblo are working class neighborhoods that are some of the most park poor in the city. This project would displace an existing farmers market, community events such as the Kite Festival, and disrupt daily activities such as birthdays, community sports and collective art. This disruption would be both temporary with construction impacts and permanent with gondolas flying overhead during park operation hours and one of the gondola towers occupying the park entrance.
3. **Flawed public participation process:** Over the past 8 years since the project has been proposed, there has not been meaningful, accessible or authentic public engagement regarding this plan. There has never been a public hearing at the park. Most recently, a State Parks virtual town hall for the was found to be largely inaccessible to residents who use screen readers, adaptive tech or are unfamiliar with technology.³ Important to note is the ethical and legally dubious way that developer has been allowed to fund, organize and prepare materials for official State Parks public input events despite having a direct stake in the project; obstructing the ability for the public to objectively consider the pros and cons of the project.
4. **Lack of financing plan:** LA ART proposes that the project will be privately financed, however there is no publicly available financing plan. Frank McCourt, the billionaire developer and former Dodger owner, is central to funding supporting non-profit organizations such as LA ART and Zero Emissions Transit (ZET) behind this project. Somehow, this project will be "donated" from LA ART to ZET while McCourt Partners funds the lobbying, engineering and design processes.⁴ As the City of Los Angeles is cutting budgets, faces possible fiscal responsibility for the Olympics, we find it irresponsible for public agencies and representatives to consider a project with such nebulous organizational accountability and without a concrete financing plan.

We appreciate the continued opposition of L.A. City Council and request continued opposition to this project and any project that threatens public park space and well-being for private interests. We support Councilmember Eunisses Hernandez' traffic study that will identify solutions to the areas traffic and access issues using evidence based methods, rather than this project that has been pushed through by

² Supplemental Environmental Impact Report.

<https://www.metro.net/documents/2025/12/la-art-draft-supplemental-environmental-impact-report.pdf/>. Accessed: August 21, 2026.

³ LA residents criticize 'deceptively maze-like' public comment process for Dodger Stadium gondola <https://lapublicpress.org/2026/05/la-dodgers-gondola-state-park/>. Accessed: August 20, 2026.

⁴ <https://mccourtpartners.com/portfolio/los-angeles-aerial-rapid-transit/> Accessed: August 20, 2026.

billionaire interests that have spent more than a million dollars in lobbying over the past two years at the state and local level.⁵ In the context of the cost of prime downtown Los Angeles real estate, this amount of money for acres of public land should be recognized as theft and struck down as such.

We request that our public agencies and officials oppose this project and advance proposals that address the real problems of inequitable park access, traffic congestion and quality jobs without sacrificing the quality of life of communities that would be most impacted by this project.

In service,

The Rampart Village Neighborhood Council

PRESENTED BY: Ronee Reece

SECONDED BY: Quazi Huda

YES: 8 NO: 0 ABSTAIN: 0 ABSENT: 2 INELIGIBLE: 0

ON THIS DATE: September 15, 2026

⁵ MCCOURT PARTNERS REAL ESTATE LLC AND ITS AFFILIATES, CHAVEZ RAVINE LAND COMPANY LLC AND AERIAL RAPID TRANSIT TECHNOLOGIES LLC.

<https://cal-access.sos.ca.gov/Lobbying/Employers/Detail.aspx?id=1473970&session=2025&view=activity>.

Accessed: August 20, 2026.

From: [LA City SNow](#)
To: [Board Clerk](#); Clerk.CIS@lacity.org; sailasya.nwwnc@gmail.com; JGlickman@bos.lacounty.gov
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S72
Date: Monday, September 21, 2026 11:31:39 PM
Attachments: [CIS Re CF 15-0989-S72 \(1\).pdf](#)

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

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

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

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 08/05/2026

Type of NC Board Action: For

Impact Information

Date: 09/22/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games
Committee, Los Angeles Homeless Services Authority Commission

Council File Number: 15-0989-S72

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached Community Impact Statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S72](#)

Title: 2028 Olympic and Paralympic Games / Homeless Encampment Resolution / Unhoused Outreach / Housing Placement

Position: For

Summary:

The North Westwood Neighborhood Council (“NWWNC”) supports Council File 15-0989-S72, which requests a coordinated plan addressing homeless encampment resolution, outreach to unhoused individuals, and housing placement during the 2028 Olympic and Paralympic Games (the “Games”).

With UCLA serving as the site of the Olympic and Paralympic Village, North Westwood will be directly affected by preparations for and operations during the Games. Coordination among the City Administrative Officer, Chief Legislative Officer, Los Angeles World Airports, Los Angeles Metro, and the Los Angeles Homeless Services Authority is therefore essential to ensuring that outreach and housing services are adequately planned, funded, and implemented around venues, transit hubs, and major transportation corridors.

NWWNC emphasizes, however, that the initiatives developed pursuant to this motion should not be treated merely as temporary measures intended to improve appearances during an international event. The City’s objective should be to reduce homelessness and resolve encampments humanely and sustainably throughout Los Angeles, independent of the Games. Accordingly, any resulting plan should establish long-term solutions that begin well before 2028, continue throughout the Games, and remain in place afterward.

The requested report should include a detailed timeline of how implementation of relevant initiatives will occur and explain how the City will preserve the progress made through these initiatives after the Games conclude, including the funding, staffing, interagency coordination, housing capacity, and accountability mechanisms necessary for their continuation. It should also address upstream causes

of homelessness and identify interventions that can prevent individuals from becoming unhoused or returning to homelessness.

Encampment resolution must be centered on meaningful offers of services and appropriate housing rather than the displacement of unhoused people from areas surrounding Olympic venues or the movement of encampments from one neighborhood to another. At a minimum, outreach efforts should connect individuals with safe and accessible shelter, including a bed in which to sleep, as well as supportive services and pathways to stable permanent housing. Plans should also provide for continuity of care and sustained engagement when an individual cannot immediately be placed in permanent housing.

The 2028 Games present an opportunity to expand Los Angeles's capacity to address homelessness in a lasting and humane manner. NWWNC urges the City to use this planning process to create durable programs and infrastructure that benefit unhoused residents and communities across Los Angeles before, during, and long after the Olympic and Paralympic Games.

From: [LA City SNow](#)
To: [Board Clerk](#); Clerk.CIS@lacity.org; erb@lacity.org; sailasya.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 26-0743
Date: Monday, September 21, 2026 11:38:06 PM
Attachments: [Item 10 - CIS Re CF 26-0743.pdf](#)

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 08/05/2026

Type of NC Board Action: For

Impact Information

Date: 09/22/2026

Update to a Previous Input: No

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

Council File Number: 26-0743

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached Community Impact Statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [26-0743](#)

Title: Strengthening Second Chance Employment Through City Contracting / Comprehensive Implementation Framework / Executive Directive 20

Position: For

Summary:

The North Westwood Neighborhood Council (“NWWNC”) supports Council File 26-0743 and commends the City for advancing a more coordinated and accountable framework for workforce development, contracting, and second-chance employment initiatives.

NWWNC agrees with the motion’s underlying premise that stable employment is essential to economic mobility, public safety, and successful reintegration into society. The City has adopted numerous workforce and contracting policies (including First Source Hiring, Fair Chance Hiring, Targeted Local Hire, Bridge to Jobs, and the Local Business Preference Program) to expand opportunities for Angelenos facing systemic barriers. However, these initiatives have too often operated independently, limiting the City’s ability to translate public investments into lasting employment outcomes and fully align procurement spending with workforce and second-chance hiring goals.

The Council is particularly encouraged by the motion’s emphasis on creating a comprehensive implementation framework that improves coordination among City departments, integrates workforce and procurement systems, develops standardized compliance metrics, and establishes centralized tracking and reporting mechanisms. NWWNC believes these measures will strengthen accountability while ensuring that workforce investments deliver measurable benefits to residents throughout Los Angeles.

NWWNC also strongly supports the motion’s focus on aligning workforce and procurement opportunities associated with the 2028 Olympic and Paralympic Games with the City’s Second Chance hiring goals. The Games represent a

once-in-a-generation economic opportunity, and their benefits should be broadly shared among Angelenos from all communities and backgrounds.

As the City develops and implements this framework, NWWNC respectfully urges that the following considerations be incorporated:

1. Partnerships with Educational Institutions and Community Organizations

Given North Westwood's proximity to UCLA and other educational and employment centers, the City should encourage partnerships that connect students, recent graduates, justice-impacted individuals, and other residents to career pathways created through these initiatives.

2. Transparency and Public Accountability

The City should publicly report hiring and contracting outcomes, including geographic distribution of opportunities and participation rates, so that neighborhood councils and residents can evaluate whether programs are producing equitable and meaningful results.

3. Equitable Geographic Access

Workforce training, transitional employment programs, and contracting opportunities created through City initiatives and Olympic- and Paralympic-related investments should be accessible to residents throughout Los Angeles, including Westside communities such as North Westwood.

4. Support for Small Businesses and Local Employers

NWWNC supports efforts to increase participation by small businesses and employers committed to second-chance hiring, provided that such programs remain transparent, competitive, and accountable to taxpayers.

5. Long-Term Community Benefits

Workforce and contracting investments associated with the 2028 Olympic and Paralympic Games should create a lasting legacy of inclusive economic opportunity and workforce development that extends beyond the Games themselves and benefits neighborhoods across the City.

6. Incentive-Based Versus Mandate-Based Hiring Strategies

NWWNC supports the City's goal of expanding employment opportunities for justice-impacted individuals and encourages the use of meaningful incentives that promote second-chance hiring among contractors and employers. However, the Council believes these policies should remain incentive-based rather than requirement-based. The City should encourage participation through preferences, technical assistance, workforce development partnerships, recognition programs, and other positive incentives that reward employers who successfully provide

opportunities to justice-impacted individuals. At the same time, the City should avoid policies that unnecessarily disqualify otherwise qualified contractors from competing for City work solely because they do not employ a specified number or percentage of formerly incarcerated individuals. NWWNC further believes that workforce policies should maintain appropriate performance and accountability standards for all employees. In other words, efforts to expand opportunity should not create circumstances in which employers are unable to address legitimate performance concerns, nor should they require hiring decisions that disregard qualifications, skills, or job readiness. Overall, successful second-chance employment programs should expand access to opportunity while preserving employers' ability to maintain productive workplaces and deliver quality services. Accordingly, NWWNC encourages the City to pursue a balanced approach that strongly incentivizes second-chance hiring, workforce training, and successful reentry outcomes while preserving flexibility for employers and ensuring that City contracting programs remain competitive, effective, and focused on performance.

NWWNC believes that reducing barriers to employment while strengthening accountability and coordination will improve outcomes not only for justice-impacted individuals, but for the City as a whole. We therefore support Council File 26-0743 and encourage the City Council to implement this framework in a manner that promotes transparency, equitable access, and long-term community benefit for all Angelenos.

From: [LA City SNow](#)
To: [Board Clerk](#); Clerk.CIS@lacity.org; sailasya.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S68
Date: Monday, September 21, 2026 10:52:00 PM
Attachments: [Item 10 - CIS Re CF 15-0989-S68 \(Continued\).pdf](#)

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/02/2026

Type of NC Board Action: For

Impact Information

Date: 09/22/2026

Update to a Previous Input: No

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

Council File Number: 15-0989-S68

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached Community Impact Statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S68](#)

Title: 2028 Olympic and Paralympic Games / Enhanced City Resources Master Agreement (ECRMA) / Games Agreement / Amendment

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports the motion to instruct the City Administrative Officer ("CAO"), Chief Legislative Analyst ("CLA"), and City Attorney to finalize and present an Enhanced City Resources Master Agreement ("ECRMA") between the City of Los Angeles and the Los Angeles Organizing Committee for the 2028 Olympic and Paralympic Games ("LA28").

NWWNC supports the motion's focus on ensuring full cost recovery for all Enhanced City Resources ("ECR"), including public safety, transportation, sanitation, and other essential services required for the Games. The City must not bear financial responsibility for services or infrastructure improvements requested by LA28 that exceed normal and customary operations.

This issue is of particular importance to North Westwood given the proximity of the University of California, Los Angeles ("UCLA"), the planned site of the Olympic and Paralympic Village. The presence of the Village will generate substantial operational demands on the surrounding area, including along key corridors such as Wilshire Boulevard, Westwood Boulevard, and Le Conte Avenue, which provide critical access to campus, medical facilities, residential neighborhoods, and commercial districts in the area. These corridors already experience high levels of congestion and activity, and will be significantly impacted during the Games.

NWWNC supports provisions to:

- Require advance payment for anticipated ECR costs;
- Ensure reimbursement for all LA28-requested infrastructure improvements;
- Prioritize the City's financial protections before any declaration or distribution of surplus funds; and

- Make LA28 contingency funds available to cover any unreimbursed Games-related expenses.

NWWNC also supports the requirement that the Games Footprint reflect the unique characteristics of surrounding communities, including high-density residential areas, commercial corridors, and critical institutional access points such as those along Le Conte Avenue.

NWWNC urges the City Council to adopt this motion to protect the City's fiscal integrity and minimize impacts on local communities, including but not limited to North Westwood.

From: [LA City SNow](#)
To: [Board Clerk](#); Clerk.CIS@lacity.org; sailasya.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S72
Date: Monday, September 21, 2026 10:48:01 PM
Attachments: [CIS Re CF 15-0989-S72.pdf](#)

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(12) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/02/2026

Type of NC Board Action: For

Impact Information

Date: 09/22/2026

Update to a Previous Input: No

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

Council File Number: 15-0989-S72

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached Community Impact Statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [15-0989-S72](#)

Title: 2028 Olympic and Paralympic Games / Homeless Encampment Resolution / Unhoused Outreach / Housing Placement

Position: For

Summary:

The North Westwood Neighborhood Council (“NWWNC”) supports Council File 15-0989-S72, which requests a coordinated plan addressing homeless encampment resolution, outreach to unhoused individuals, and housing placement during the 2028 Olympic and Paralympic Games (the “Games”).

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From: [Diana Vicente](#)
To: [President of RVNC](#); [Kyle Hickey](#); [Helen Campbell](#)
Cc: [SPR.Commission@parks.ca.gov](#); [Susana Cervantes](#); [Councilmember.Hernandez@lacity.org](#); [Board Clerk](#);
Subject: (EXTERNAL) Re: Rampart Village Neighborhood Council CIS Opposing LA ART Project
Date: Tuesday, September 22, 2026 5:35:44 PM

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Alberto,

Thank you for sending this over. We confirm receipt. [+Kyle Hickey +Helen Campbell](#) for visibility.

On Fri, Sep 18, 2026 at 4:52 PM President of RVNC <rampartvillage@gmail.com> wrote:

Dear California State Parks Commissioners,

On behalf of the Rampart Village Neighborhood Council (RVNC), I am writing to submit the attached Community Impact Statement expressing our opposition to the proposed Los Angeles Aerial Rapid Transit (LA ART) project.

Although the project is outside the boundaries of Rampart Village, Los Angeles State Historic Park is an important regional public resource that is used and valued by our constituents. The RVNC has therefore voted to oppose the project in solidarity with neighboring communities and Neighborhood Councils that have raised concerns regarding its potential environmental, community, and public park impacts.

Our CIS outlines our concerns regarding the removal of mature trees, impacts to Los Angeles State Historic Park and surrounding communities, the adequacy of public and Tribal engagement, and the transparency of the project's financing and accountability.

We respectfully request that the California State Parks Commission consider the concerns raised by the RVNC and the surrounding communities as it considers the proposed project and related General Plan Amendment.

Thank you for your consideration. The full CIS is attached for your review.

Sincerely,

Alberto Veloso
President
Rampart Village Neighborhood Council

CC: Los Angeles City Council District 1; Los Angeles Mayor's Office; Los Angeles Metro Committee; RVNC Parks, Planning, Public Works, and Land Use Committee

--

Diana Vicente Santiago, MBA

Senior Field Deputy

Council District 1



<https://councildistrict1.lacity.gov/>

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