



January 22, 2025

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

Re: General Public Comment Regarding the Zero Emission Bus Program Update (File #2024-0975)

Dear Chair Hahn and Members of the Board:

We are writing to you as the Los Angeles County Electric Truck and Bus Coalition (LACETBC). Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. We would first like to extend our gratitude to each member of the Board as well as Metro staff for your diligence and unwavering commitment to the communities of Los Angeles County in the current wildfire crisis.

Our coalition is committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers. Even in this difficult time, we urge the Metro Board not to lose sight of our city's future and the plans that will make Los Angeles more resilient and less polluted for generations to come.

The LACETBC has been meeting with Metro Board and staff over the last several months, and we have appreciated the enhanced communication and collaboration. We are also grateful for the dedicated staff at Metro who are doing this work every day to make the zero-emission bus (ZEB) transition successful. **However, it has become clear to us through both of the recent ZEB Program Updates to the Operations, Safety, and Customer Experience Committee (January 2025 and September 2024) that Metro is severely lacking ambition and commitment in their fleet electrification. The reports delayed the original target date without acceptable justification, and were otherwise absent of the progressive planning that the County desperately needs from its leaders right now. The transition to battery-electric buses has never been more important, and Metro staff must act now to achieve the goal of 100% ZEBs by 2030, as set by the Los Angeles Metro Board.**

We have heard significant excuses for the lack of meaningful progress on bus electrification in spite of clear Board direction. For example, there has been finger pointing to utilities like the Los Angeles Department of Water & Power (LADWP). To the extent local utilities are a problem, we encourage the Board to work with its members like Los Angeles Mayor Karen Bass to cut through any friction that may be impeding progress. But, we must admit we are shocked that LADWP is allegedly posing problems because it is our understanding based on conversations with the agency that it is ready to electrify significant fleets.

These are perilous times for federal leadership on sustainability, and we need to ramp up local efforts. The electric bus transition is a critical part of our region's ability to meet state air quality standards by reducing air pollution, and moreover will create good-paying jobs for LA County's workforce. Battery-electric buses offer holistic solutions to tackle long-term health, environmental, and economic inequities, while putting our region on a pathway to a more stable climate future.

We ask that the Metro Board of Directors continue to demonstrate its commitment to a 100% zero-emission fleet by 2030, and set its milestone schedule in accordance with that goal. Accountability is crucial in this process, and we cannot afford to continue to stall.

We thank you for your time and look forward to continuing to work with LA Metro to build out this electric bus transition.

Sincerely,

Adrian Martinez
Deputy Managing Attorney, Earthjustice

On Behalf of the LA County Electric Truck and Bus Coalition



January 22, 2025

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952
Via email to BoardClerk@metro.net

Dear LA Metro CEO Stephanie Wiggins and the LA Metro Board of Directors:

Strategic Actions for a Just Economy (SAJE) respectfully submits this letter urging you to maintain the Metro Fareless program during this time of emergency our region is facing due to the recent devastating wildfires in Los Angeles County.

On January 7, 2025, California Governor Gavin Newsom issued a state of emergency for the Los Angeles region due to the fires. Since then, the fires have killed more than two dozen people, destroyed more than 12,000 homes and businesses, and displaced hundreds of thousands of residents. As of this afternoon, the Eaton and Palisades fires have not been extinguished, and, unfortunately, a new fire has ignited in Los Angeles County near Castaic.

Metro Board Chair Janice Hahn's January 10 decision to suspend fares on LA Metro region-wide has been a lifeline for those indirectly and directly dealing with the consequences of the fires; it has alleviated both cost and logistical burdens for those dependent on public transportation because of this disaster. In addition, we already knew before the fires that the majority of LA Metro riders are low-income Angelenos who depend on public transit to access jobs, schools, medical care, grocery stores and other necessities.¹ The economic devastation this disaster has wrought—burned businesses, lost jobs, and interruptions to employment due to closures—has meant these riders now have even less in their pockets to spend on the bus or train. For these reasons, SAJE calls on the LA Metro Board to extend its fareless transit program indefinitely. We also call on the Board to commission a study on the benefits fareless transit is bringing to regions affected by these fires, such as increased mobility, economic relief, and lessened traffic congestion and pollution.

For years, LA Metro riders have been asking for a universal fareless system.² As was the case during the COVID-19 pandemic, which also triggered LA Metro to introduce a temporary fareless policy, these riders are facing economic uncertainty at a time when they are solely reliant on public transit during an emergency. By extending the current fareless transit policy indefinitely, LA Metro has the opportunity to demonstrate that public transportation is a public good essential for community health and equity.

¹ "The Road to Equity: The Case for Universal Fareless Transit in Los Angeles," Strategic Actions for a Just Economy, 2023, <https://www.saje.net/wp-content/uploads/2023/05/SAJE-The-Road-to-Transit-Equity.pdf>.

² Nicholas Goldberg, "Imagine a Los Angeles Where the Buses and Subways Are Free," *Los Angeles Times*, 20 August 2021, <https://www.latimes.com/opinion/story/2021-08-20/los-angeles-metro-free-fares-bus-subway>.

Sincerely,
Maria Patiño Gutierrez
Director of Policy and Advocacy, Equitable Development and Land Use

Strategic Actions for a Just Economy (SAJE)
mpatino@saje.net

January 2025 RBM General Public Comments

[REDACTED]
Sent: Saturday, December 7, 2024 8:07 PM

To: Judy Rae <easyreader@easyreadernews.com>

Cc: cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafo.org>; info@allcove.org

Subject: LTE - BCHD interprets the Measure BC loss as an endorsement of its flawed plans

From 9AM to noon on Friday 12/6, BCHD hosted a half-day (yes, 3 hours is half a "BCHD work day") strategic planning workshop. Remarkably, BCHD interpreted Measure BC's loss by nearly 20 points (it required two-thirds to pass and received 47%) as an endorsement of building an allcove building and also demolishing the Hospital and preparing the campus for private development. BCHD spent \$580,567 of resident-taxpayer funds on Measure BCs rejection, yet somehow BCHD interpreted the loss as an endorsement of the projects that BCHD sought to fund in Measure BC? How can that be?

BCHD asked for \$9 million to cover cost overruns on the allcove building. The allcove service and building require 30 years of unfunded operation for a 91% non-resident service area based on the contract that BCHD signed with the State. BCHD also asked for \$21M to tear down the Hospital and prepare the campus for PMB LLC's gargantuan, 100% private facility that will service 80% non-resident tenants. So voters said "no" to the funding and BCHD thinks that means "yes" to the actions? BCHDs board and executives are disinterested in what the majority of the electorate had to say, and that's been the same experience that surrounding neighborhoods have had from BCHD for years now.

[REDACTED]
Redondo Beach

[REDACTED]
Sent: Tuesday, January 21, 2025 7:16 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: General Public Comment - Jan 23 2025 BOD Meeting

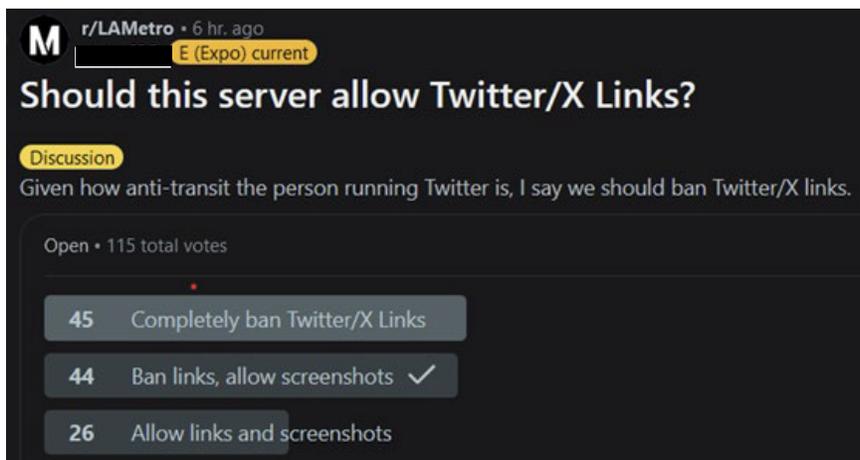
Hello LA Metro. My name is Faraz Aqil, and I use LA Metro for work everyday.

Just bringing to your attention that me and other transit activists want LA Metro to stop using Twitter/X as its primary platform for posting important updates. Even well-known transit activists @numble and @nickandert are already using Bluesky.

We don't believe in supporting the Twitter/X CEO that attacks public transportation and is actively being a white supremacist. Every time we visit Twitter/X for important LA Metro news exclusive to Twitter/X, the CEO gets our views & ad revenue which then becomes used for profiting. Then his profits get used to elect politicians that want to hurt public transportation and cut transit funding projects like the California High Speed Rail or the Southeast Gateway Rail line.

So I'm asking that either LA Metro updates LA Metro's website to allow you to post Twitter like updates. Or for the a more practical solution, create a Bluesky account. Bluesky works similar to how Twitter used to be and is much less bigoted/racist.

I'll leave a screenshot of Reddit's r/LAMetro and how already a vast majority of transit activists agree to stop using Twitter links:



Sincerely,

[REDACTED]

California State Senate

STANDING COMMITTEES

EDUCATION
ENERGY, UTILITIES
& COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
PUBLIC SAFETY
RULES
TRANSPORTATION

JOINT COMMITTEES

RULES

SELECT COMMITTEES

PORTS AND GOODS MOVEMENT
CHAIR



SENATOR LENA A. GONZALEZ

THIRTY-THIRD SENATE DISTRICT

SENATE MAJORITY LEADER

January 23, 2025

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Agenda Item #23: Renaming C-Line "Long Beach Blvd" Station to "Lynwood" Station

Dear Members of the Metro Board of Directors,

As State Senator for the 33rd Senate District, including the City of Lynwood, I support the proposed name change of the Long Beach Boulevard Station to Lynwood Station.

The current name, "Long Beach Boulevard Station," often leads to misunderstandings among riders due to its similarity to the Downtown Long Beach Station. The station lies at the heart of the Lynwood community, serving as a vital transportation hub for residents who rely on public transit for their daily lives. Renaming it to reflect the city's identity acknowledges the importance of Lynwood's contributions to the Metro system and ensures that its residents feel represented and valued. This change aligns with Metro's broader goals of equity, inclusion, and enhancing access for all communities.

As we continue to expand and improve our public transportation infrastructure, we must prioritize decisions that support our riders and the neighborhoods we serve. I strongly encourage the Metro Board to approve this name change as a meaningful step toward achieving these goals.

For these reasons, I strongly support the proposed name "Lynwood Station." Should you have any questions, please feel free to contact my office at (323) 277-4560.

Sincerely,

A handwritten signature in black ink, appearing to read "Lena Gonzalez".

Lena Gonzalez
Senator, District 33

January 2025 RBM Public Comment – Item 36

[REDACTED]
Sent: Saturday, January 18, 2025 8:47 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #36 - Item Needs More Consideration - Jan 23 2025 BOD Meeting

Hello LA Metro Board. My name is Faraz Aqil, I'm a resident of Downey who takes the LA Metro bus and train to work daily. And I ask that you support Board Chair Janice Hahn's Item #36 (with modifications) to offer help to the victims of the wildfires who have lost everything and need easy access to transportation to rebuild.

It's great that LA Metro is thinking about the wildfire victims and are going to offer the 20 free rides per a month to them through the LIFE program. However, this proposal would be much better if LA Metro eliminated the restrictive 20 rides (10 round trips) limit per a month by just doing unlimited rides for LIFE program users. It has been mentioned in the July 2024 Item #48 motion that when riders are given the unlimited 3-month pass when they first sign up to the LIFE program there is a higher ridership compared to when the 20 free rides limit goes into effect and riders have to manually renew the 20 rides each month (resulting in a decrease in the LIFE program usage).

I'm especially thinking about the fire victims who have lost their homes and have no access to the internet or phone service. How are those riders going to be able to renew their 20 rides? Or someone who has to go to work everyday can't afford a fare once the 10 work days are exhausted (assuming the rider uses 2 trips a day to go to and from work). By permanently removing the 20 rides limit, you'll definitely be helping fire victims (and low-income riders) to have much easier access to the LIFE program.

But an even better recommendation than offering an unlimited LIFE program is for LA Metro to just continue with the suspension of fares (offering free fares) as Board Chair Janice Hahn is currently doing as of time of this writing. That way fire victims who are going through enough things as it is (example: like from the insurance bureaucracy) won't have to deal with another bureaucracy involving transportation. And by offering free rides for everyone, you won't need to spend LA Metro resources like sending outreach staff to evacuation centers/workshops, or take up a space at an event for tabling when more urgent resources could be tabling on that spot. You'll get a much wider audience by making fares free (which only requires word of mouth to spread) than by having a team of LIFE staff recruiting fire victims to join with an application & TAP card registration process (and the outreach Team will still not be able to reach all the fire victims). And this goes without saying, but only 16% of current LIFE users are able to remain active in the program (which makes LIFE an unreliable program).

So while the LA Metro Board should still approve my Supervisor's item, this motion will be better if a friendly amendment is introduced to remove the limited 20 rides (10 round trips) by making LIFE unlimited, or by having LA Metro continue to offer free rides for all riders indefinitely/permanently.

Thank you for your time.

Sincerely,
[REDACTED]