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EARTHJUSTICE.ORG

September 24, 2025

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

RE: General Comments - Electric Transit Bus Deployment by 2028

Dear Chair Dutra and Members of the Board:

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

RE: Electrify our buses!

Dear Los Angeles Metro Board,

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

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

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

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

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

Sincerely,

[undersigned]

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

Thank you for your time and attention to this matter.

Sincerely,

Candice Youngblood
Senior Attorney, Earthjustice
cyoungblood@earthjustice.org

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

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

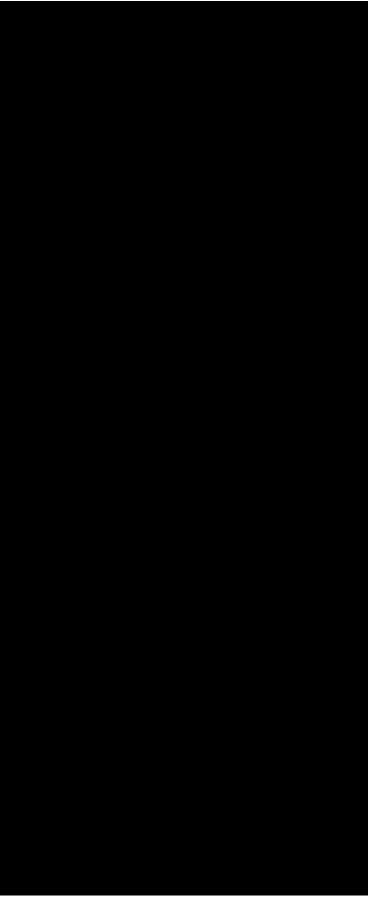
Blumenthal, Jeni Binette, Janet Barker, Susan R Reed, lan Rosen, Ken Heinle, Janet Schlinger, Henry Shlasky, Stephanie symington, james Bucher, Theresa Pot, Kalpana Ostrow, Hillary Aguirre, Gloria Zuckerman, Joshua Glasser, Mark Nachazel-Ruck, Jane Whitney, Cheryl Duffy, Caitlin Suhich, Sarah Henkler,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

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

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

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

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



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

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

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

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

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



Dear LA Metro Board Members,

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

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

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Sincerely,

Sedaghat, Houman

Dear LA Metro Board Members,

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

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Sincerely,

Reich, Andrew

Dear LA Metro Board Members,

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

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Sincerely,

Silverman, Erica

Dear LA Metro Board Members,

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Sincerely,

Strom, Laura

Dear LA Metro Board Members,

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

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Sincerely,

Wood, Eric

Dear LA Metro Board Members,

Absolutelu!

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

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Sincerely,

Sokolich, william

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Sincerely,

Brooke, Indee

Dear LA Metro Board Members,

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

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Sincerely,

Rogers, Linda

Dear LA Metro Board Members,

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

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Sincerely,

Edinger, Elizabeth

Dear LA Metro Board Members,

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

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Sincerely,

Dear LA Metro Board Members,

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

Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers.

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

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

Sincerely,

Starr, Sarah E

Dear LA Metro Board Members,

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

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Sincerely,

Dawson, Richard

Dear LA Metro Board Members,

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

Sincerely,

Nelson, Greg

Dear LA Metro Board Members,

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

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

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

Sincerely,

Mundy III, James

Dear LA Metro Board Members,

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

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

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

Sincerely,

Fisher Kern, Madeleine

Dear LA Metro Board Members,

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

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

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

Sincerely,

Dear LA Metro Board Members,

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

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Sincerely, van Bloemen, Dona

Dear LA Metro Board Members,

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

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

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Sincerely,

Chiado, Juliana

Dear LA Metro Board Members,

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

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

Sincerely,

SCHOEMAN, Aubrey

Dear LA Metro Board Members,

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

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

Sincerely,

Wolff, Pat

Dear LA Metro Board Members,

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

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

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Sincerely,

Knight, Kathy

Dear LA Metro Board Members,

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

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Sincerely,

Lefcourt, Philip

Dear LA Metro Board Members,

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

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Sincerely,

Graham-Gardner, Rosemary

Dear LA Metro Board Members,

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

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Sincerely,

Overmyer-Velazquez, Rebecca

Dear LA Metro Board Members,

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

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Sincerely,

Nickles, Patricia

Dear LA Metro Board Members,

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

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

Sincerely,

Silva, Grace

Dear LA Metro Board Members,

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

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Sincerely,

Penrose, Linda

Dear LA Metro Board Members,

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

Sincerely,

Hinkson, Chelsea

Dear LA Metro Board Members,

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

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Sincerely,

Khalsa, Mha Atma S

Dear LA Metro Board Members,

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

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

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

Sincerely,

Winburn, William

Dear LA Metro Board Members,

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

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Sincerely,

Grassano Jr., Mario U.

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Sincerely,

Racanelli, Nicholas

Dear LA Metro Board Members,

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Sincerely,

Dpulatshahi, Paulette

Dear LA Metro Board Members,

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Sincerely,

Niparko, Nancy

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Sincerely,

Hisserich, John and Susan

September 2025 RBM General Public Comments

From: Wyatt Demasters

Sent: Friday, August 1, 2025 3:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment - West LA rail transit

Hello -

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

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

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

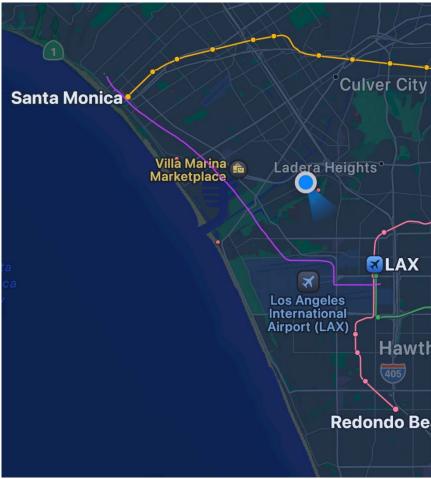
This light-rail route would be helpful for many use cases, but to name a few:

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

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

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

Thanks,



Wyatt DeMasters Playa Vista Resident From: ouida biddle <

Sent: Friday, August 1, 2025 11:36 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro Bike Share -- Disqualify Lyft

Metro Board Clerk.

Members of the Board,

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

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

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

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

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

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

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



From: Mark Nelson (Home Gmail) <

Sent: Thursday, August 28, 2025 7:35 PM

To: cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; Eleanor Manzano <cityclerk@redondo.org>; Kevin Cody <kevin@easyreadernews.com>; executiveoffice@bos.lacounty.gov; City Council <citycouncil@hermosabeach.gov>; info <info@lalafco.org>; citycouncil@manhattanbeach.gov; Board Clerk <BoardClerk@metro.net>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Garth Meyer <gmeyer@easyreadernews.com>; MHSOAC <MHSOAC@mhsoac.ca.gov>; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment - All Agencies - Fwd: Confirmation - Share Your Story!

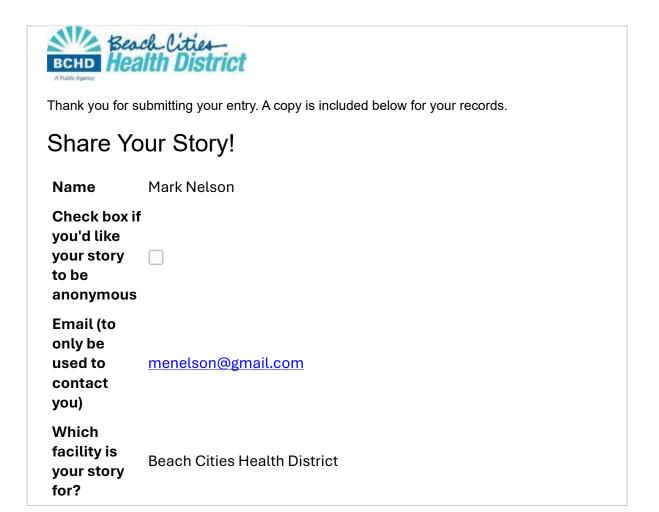
----- Forwarded message -----

From: Smartsheet Forms < forms@app.smartsheet.com >

Date: Thu, Aug 28, 2025 at 7:33 PM

Subject: Confirmation - Share Your Story!

To: <menelson@gmail.com>



Story (Max of 400 words)

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

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

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

"the hospital is 6-stories"

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

"the hospital is 60-feet tall"

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

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

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

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From:

Sent: Tuesday, September 16, 2025 1:21 PM **To:** Board Clerk <BoardClerk@metro.net>

Cc: 'Andrew Daneshgar' <andrew@langdonstreetcap.com>; 'Richard Schave' <schavester@gmail.com>;

'Adam Daneshgar' <adaneshgar@langdonstreetcap.com>; 'Benito Chavez'

<bchavez@grandcentralsquare.com>

Subject: Regular Board Meeting 9/25: Public Comment

Hello Metro Board,

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

Meeting Name: Regular Board Meeting

Date: Thursday, September 25th, 2025 at 10am

Agenda Item: General Public Comment

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

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

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

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

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

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

Best,

Alanna

Alanna McBirney

Director of Development Langdon Street Capital

Please note our new suite number

9777 Wilshire Blvd, Suite 1010 Beverly Hills, CA 90212 O: (310) 975-7067 x4

M: (661) 993-9009

<u>Alanna@LangdonStreetCap.com</u> www.LangdonStreetCap.com



From:

Sent: Thursday, September 18, 2025 7:47 AM **To:** Board Clerk <BoardClerk@metro.net>

Subject: YOU MUST CONSIDER

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

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

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

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

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

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

Sent: Thursday, September 18, 2025 5:01 PM **To:** Board Clerk <BoardClerk@metro.net>

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

To:

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

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

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

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

The Festival Trail is:

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

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

transportation, public space, culture, and community development;

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

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

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

This message was sent by Sophia Riemer via <u>ActionButton</u>, on behalf of MoveLA. Please reply to Sophia Riemer at .

From: Erika Soler <noreply@adv.actionnetwork.org>

Sent: Friday, September 19, 2025 4:56 AM **To:** Board Clerk <BoardClerk@metro.net>

Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk.

Members of the Board and Metro CEO,

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

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

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

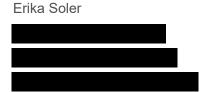
Metro's response to fire a bus operator dedicated to his job, his riders, and the safety of the system during a time of such instability and uncertainty is unacceptable, and it sets a dangerous precedent. Workers have the right to speak out about matters of public concern without fear of retaliation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

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

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

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

Thank you for your continued commitment to riders and workers,



From: Brian Rubin <noreply@adv.actionnetwork.org>

Sent: Sunday, September 21, 2025 7:49 AM **To:** Board Clerk <BoardClerk@metro.net>

Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk.

Members of the Board and Metro CEO,

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

Thank you for your continued commitment to riders and workers,



From: Sandra Morales <noreply@adv.actionnetwork.org>

Sent: Tuesday, September 23, 2025 11:07 AM **To:** Board Clerk <BoardClerk@metro.net>

Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk.

Members of the Board and Metro CEO,

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

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

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

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

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

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

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

Thank you for your continued commitment to riders and workers,

Sandra Morales	

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

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

To: Board Clerk <BoardClerk@metro.net>

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

To:

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

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

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

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

The Festival Trail is:

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

transportation, public space, culture, and community development;

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

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

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

This message was sent by Deborah Murphy via <u>ActionButton</u>, on behalf of MoveLA. Please reply to Deborah Murphy at

From: Gloria Mitchell <noreply@adv.actionnetwork.org>

Sent: Wednesday, September 24, 2025 12:31 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk.

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- --Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Gloria Mitchell

From: Romeo David <noreply@adv.actionnetwork.org>

Sent: Wednesday, September 24, 2025 12:49 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Reinstate Sean: Protect Riders and Operators from ICE

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Romeo David	
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Pomoo David

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

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

To: Board Clerk <BoardClerk@metro.net>

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

To:

Mayor Karen Bass,
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Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Owen Martin via <u>ActionButton</u>, on behalf of MoveLA. Please reply to Owen Martin at