



Board Report

File #: 2023-0608, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
SEPTMEBER 28, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 27, 2023.

July 2023 RBM Public Comment – Item 33

From: Olga Lexell <olga@streetsforall.org>
Sent: Wednesday, July 26, 2023 9:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

[YOUR NAME]
[YOUR ZIP CODE]

From: Ryan Hiney <ryanhiney@gmail.com>
Sent: Wednesday, July 26, 2023 10:37 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,
Ryan Hiney
90808

From: Larry <cyclotron1992@gmail.com>
Sent: Wednesday, July 26, 2023 10:37 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Larry Biroff

Sylmar, 91342

From: John Lloyd <boyonabike62@gmail.com>

Sent: Wednesday, July 26, 2023 10:38 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

John Lloyd
91024

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John Lloyd
Sierra Madre, CA

From: Stu Selonick <selonicks@gmail.com>
Sent: Wednesday, July 26, 2023 10:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies in CA are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; I know that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. This induces demand and makes traffic worse.

Let's make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled. Transit and bike infrastructure are the answer.

Thanks,

Stu Selonick

90036

From: Hannah Gray <hannahkatharineg@gmail.com>
Sent: Wednesday, July 26, 2023 10:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Hannah Gray
90019

From: Lois Keller <kellergals@gmail.com>
Sent: Wednesday, July 26, 2023 10:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Sincerely,
Lois Keller

91604

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www.loiskeller.com

From: Matt Babb <mathiasquimby@gmail.com>
Sent: Wednesday, July 26, 2023 10:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Matthew Babb

90039

From: Matt Ruscigno <mattruscigno@gmail.com>
Sent: Wednesday, July 26, 2023 10:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #33 - public comment

Dear members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending.

But this doesn't have to be a bad thing; the sad reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: active transportation projects, not car-centric projects that induce vehicle miles traveled!

The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Matt Ruscigno MPH, RD

90028

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From: Brett Hollenbeck <brett.hollenbeck@gmail.com>
Sent: Wednesday, July 26, 2023 10:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

We need to prioritize active transportation projects over car-centric ones to reduce vehicle miles traveled. Please reevaluate the many planned freeway improvements that Metro has on its schedule. By reassessing these projects and potentially redirecting the resources, we can prioritize projects that support walking, cycling, and other sustainable modes of transport. By doing so, we can effectively reduce VMT, contributing to a greener and more eco-friendly environment.

Best,

Brett Hollenbeck
4431 Purdue Ave, Culver City, CA 90230

From: Tamas Nagy <iam@tamasnagy.com>
Sent: Wednesday, July 26, 2023 10:46 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. We keep trying the same thing and we shouldn't be surprised when it doesn't work.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Tamas Nagy

90066

From: Gustavo Ornelas <gusto@hey.com>
Sent: Wednesday, July 26, 2023 10:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Please stop investing in freeway widening. It only induces car travel and limits opportunities for better methods of transportation. Not to mention inducing car travel is contributing to climate change and global warming.

Please take this opportunity to expand other forms of transportation and end freeway widening projects.

Thank you,

Gustavo Ornelas
91206

From: Nathan Fan <nathan.fan14@gmail.com>
Sent: Wednesday, July 26, 2023 10:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Nathan Fan

90034

From: Reed Alvarado <reedalvarado@gmail.com>
Sent: Wednesday, July 26, 2023 10:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Reed Alvarado

Los Angeles 90026

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Reed Alvarado
Getting There Transit
GettingThereTransit.com
Instagram: @reedalv
Twitter: Getting_there
973.652.1776

From: Brandon Curran <brandonecurran@gmail.com>
Sent: Wednesday, July 26, 2023 10:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Brandon Curran

From: Natalya Zernitskaya <nzernitskaya@gmail.com>
Sent: Wednesday, July 26, 2023 11:05 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

As we know from exhaustive research, expanding and widening freeways does not improve traffic in the long term, and in fact makes it worse. Widening freeways also disparately increases negative health impacts due to emissions and micro-pollutants that are released in the air from vehicles traveling on those freeways, with low-income and marginalized communities bearing the brunt of these types of policies.

I should also note that we cannot rely solely on personal electric vehicles to get us out of the climate catastrophe that we are in because research has also shown that a significant portion of microparticulate matter that pollutes our communities near freeways and streets that serve as major thoroughfares is from tires, which all types of personal automobiles have.

The evidence shows that our transportation funding goes further and helps more people when we allocate it to public transportation and transportation infrastructure that makes it safer for people to use non-auto forms of transportation such as trains, busses, walking, biking, and the like.

We should be reducing our reliance on freeways and learn from the lessons of the past to enact better policies that will more equitably serve the millions of current and future residents of LA County.

Sincerely,

Natalya Zernitskaya

90404

From: Michael Royce <snowpants1@mac.com>

Sent: Wednesday, July 26, 2023 11:10 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 33 - public comment

Members of the Metro Board,

I'm so excited about how our public transit system is finally expanding and extremely stoked to start taking the Wilshire line which comes right to my neighborhood once.

So let's put transportation funding where it's most needed: towards active transportation projects, not car-centric projects!

Best,

Mike Royce

90064

From: Ava Marinelli <admarinelli@gmail.com>
Sent: Wednesday, July 26, 2023 11:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Ava Marinelli

Los Angeles, CA 90036

From: Em Aitch <housecoatnslippers@gmail.com>
Sent: Wednesday, July 26, 2023 11:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. I believe its well-understood by now that widening freeways only lead to more congestion. And meaningful alternatives are finally developing. I would rather my taxpayer dollars spent on public transport, and alternatives and amenities associated with transportation alternatives, including safe pleasant bike parking at transit stops, great bike, wheelchair, scooter and rollerblade access to places previously or currently served only by freeway, or highway. This is Metro's moment in history to shine and to really make a dent in the climate change that is upon us.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Sincerely,

Mimi Holt RN
Los Angeles, 90019

From: Colin Bogart <colintbogart68@gmail.com>
Sent: Wednesday, July 26, 2023 11:14 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Dear Members of the Metro Board,

Transit agencies across the state are under heavy scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. Widening freeways is extremely expensive and eventually induces more traffic, as in the case of the 405 freeway.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation and transit projects, not car-centric projects that induce vehicle miles traveled. To mitigate VMT, we should stop the many planned freeway improvements Metro has scheduled. The era of freeway expansion must end now. Thank you for your thoughtful consideration of this issue.

Sincerely,

Colin Bogart

Pasadena, 91103

From: Kaly <ktrezos@gmail.com>
Sent: Wednesday, July 26, 2023 11:16 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Kaly Trezos
91775

From: Joe Karpinski <joe.kpx@gmail.com>
Sent: Wednesday, July 26, 2023 11:19 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Joseph Karpinski
91335

Sincerely,
Joe Karpinski

From: Matt Schwartz <mjschwartz24@gmail.com>
Sent: Wednesday, July 26, 2023 11:19 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Matt Schwartz
90045

From: Nicholas Lidster <nicklidster@hotmail.com>
Sent: Wednesday, July 26, 2023 11:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Nicholas Lidster (he/him/his)

Los Angeles, CA 90015

619.201.2073 | nicklidster@hotmail.com

From: Matt Stumbo <matthew_stumbo@icloud.com>
Sent: Wednesday, July 26, 2023 11:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled.

Best,
Matt Stumbo
Pasadena 91106

From: Ben Mayne <bmayne.email@gmail.com>
Sent: Wednesday, July 26, 2023 11:21 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. We should stop wasting time and money on freeway widening which induces demand and make traffic worse.

Best,

Ben Mayne

Los Angeles, 90025

From: Tesia Meade <tesia.meade@gmail.com>
Sent: Wednesday, July 26, 2023 11:26 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Tesia Meade
Los Angeles 90005

From: Caleb Schimke <cschimke@live.com>
Sent: Wednesday, July 26, 2023 11:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Unquestioningly approving freeway widening as a presumed necessity for expanding our infrastructure needs to stop. Please use the enhanced oversight of transportation agencies to limit or stop freeway widening projects. This is one of the highest leverage decisions that can be made to mitigate VMT in our region over the coming decades and will also open the way for alternative forms of transportation besides cars.

Best,

Caleb Schimke
91754

From: Anton Shuster <brainiac86@gmail.com>
Sent: Wednesday, July 26, 2023 11:36 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Let's add oversight to transportation agencies to keep them honest on their multi-modal promises. They spend too much money on freeways and not enough on bike lanes, rail, and public transit quality.

All planned freeway projects should be evaluated immediately for not doing enough to improve self-powered and public transit. Cancel them all and propose new ones that serve everyone.

Best,

Anton Shuster
90025

From: Daniel Bezinovich <dbezinovich@gmail.com>
Sent: Wednesday, July 26, 2023 11:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Daniel Bezinovich

435 S Alexandira

Los Angeles, 90020

From: George Hewitt <ghopperhewitt@gmail.com>
Sent: Wednesday, July 26, 2023 11:43 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Metro is a leader on rail creation in the country but reducing walking and biking access makes the rail so much harder to use. We need to reduce the number of "improvements" to highway infrastructure but inducing demand does not address any problems about access, sustainability and safety.

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

George Hewitt

Los Angeles, 90291

From: Brenda Wang <brenda.wang11@gmail.com>
Sent: Wednesday, July 26, 2023 11:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

It's important that we scrutinize how transportation spending is being used. We need to make sure that the transportation budget goes towards public transportation, new protected bike lanes, and pedestrian safety. We don't need more spending on freeway widening or new freeways, both which just encourage more drivers to create more traffic and pollution.

The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Brenda Wang

90034

From: Michael Peck <mikeepeck@gmail.com>
Sent: Wednesday, July 26, 2023 11:59 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Michael Peck

Culver City, CA 90232

From: Tanner Vandebosch <tannerjv01@gmail.com>
Sent: Wednesday, July 26, 2023 12:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Tanner Vandebosch
90019

From: Tania Becker <taniasbecker@gmail.com>
Sent: Wednesday, July 26, 2023 12:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

We need our transportation dollars to go to active transportation projects, not car-centric projects!

I'm writing to urge you to make decisions that modernize LA - projects that promote alternatives to car travel so we cut down on traffic, improve air quality and make alternative transit safer. Freeway widening will make things worse!

The people in LA want to use transit more - we need it safer and more reliable!

The people in LA want to use bikes more - we need it to be safer!

The people in LA want to walk more, it's the perfect climate for it - we need to make it a safer option!

These initiatives will take cars off the road and there will be no need for hwy widening. We need to look ahead, not back.

Best,

Tania Becker
90046

From: Wesley Reutimann <wesleyreutimann@gmail.com>

Sent: Wednesday, July 26, 2023 12:19 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Comment - Item 33 - please align Metro spending with climate, air quality, and health goals

Dear board members,

As a lifelong LA county resident far too familiar with the health impacts of living in one of the most polluted air districts in the United States, I urge you to exercise true leadership and commit to science-based transportation planning that eliminates more road and highway widening and focused spending on transit, active transit, and congestion pricing.

Cities around the world are tackling climate and air pollution by reducing VMT with these transportation tools. Please commit future spending to projects that align with 21st century challenges and needs, and protect public health.

Thank you,

Wes reutimann

Pasadena 91103

--

Wesley Reutimann

626-529-4615

From: Elias Platte-Bermeo <eliasbermeo97@gmail.com>
Sent: Wednesday, July 26, 2023 12:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

I am a car-free Angeleno and am committed to fighting for a Los Angeles that works for all types of mobility, not just cars. Our city needs greater investment in public transit and active transportation.

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Elias Platte-Bermeo

Zip: 90232

--

Elias Platte-Bermeo

eliasbermeo97@gmail.com

mobile: (650) 787-4045

From: Sam Shapiro-Kline <sshapirocline@gmail.com>
Sent: Wednesday, July 26, 2023 12:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Sam Shapiro-Kline

90403

From: Max Fung <maxhfung@gmail.com>
Sent: Wednesday, July 26, 2023 12:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board, Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled. Best, Max Fung, ZIP 90066

Sent from my Apple Watch

From: Eric Walker <ewalker41@gmail.com>
Sent: Wednesday, July 26, 2023 12:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

To the Metro Board,

As you know, the state is closely monitoring how we use our transportation funds. This is a chance for us to reevaluate our priorities and invest in projects that benefit our communities and the environment, not projects that encourage more driving and pollution, like freeway widening.

As a lifelong Angeleno and both a driver and cyclist, I urge you to redirect our transportation dollars to active transportation projects, such as bike lanes, sidewalks, and transit. These projects will reduce vehicle miles traveled, which is a key indicator of greenhouse gas emissions and traffic congestion. The worst thing we can do is to continue with the planned freeway improvements Metro has on the table.

Best,

Eric Walker
90034

From: Nick Cron-DeVico <nickcrondevico@gmail.com>

Sent: Wednesday, July 26, 2023 12:46 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 33 - public comment

Dear Members of the Metro Board,

With transportation spending facing increased state scrutiny, we have a unique chance to redirect funds towards more impactful projects. Currently, a significant portion of our budget is allocated to unnecessary projects like freeway widening, which do not address the root issues of transportation challenges.

I urge us to seize this opportunity and prioritize active transportation projects over car-centric ones. By focusing on initiatives that reduce vehicle miles traveled, we can make a meaningful impact on our communities and the environment. Let's reevaluate the planned freeway improvements and allocate our resources wisely to meet the most pressing transportation needs.

Thank you for your consideration.

Sincerely,

Nick Cron-DeVico

90039

From: Allen N <anatian@gmail.com>
Sent: Wednesday, July 26, 2023 12:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

You can't be an environmental activist and also advocate for freeways. They clash by nature. Also electric cars are not the answer. While they are better than gasoline cars, electric cars do not solve the issues we have with car dependence since they are still...cars.

Best,

allen Natian
90731

From: Emmanuel Alcantar <emmanuel.j.alcantar123@gmail.com>
Sent: Wednesday, July 26, 2023 12:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Too often our transportation dollars are spent on projects like freeway widening where the pollution that occurs disproportionately affects low-income communities of color like mine here in South Los Angeles.

I'm urging you to consider using your transportation funding towards active transportation projects, not car-centric projects like the many planned freeway improvements Metro has scheduled. It's both a transit and environmental justice issue.

Best,

Emmanuel Alcantar
90037

From: Dahlia Persoff <dahliashoesoff@yahoo.com>

Sent: Wednesday, July 26, 2023 12:57 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 33 - public comment

Dear members of the Metro Board,

California has already turned away from VMT towards moving people and goods. Please stop studying car-centric projects that induce vehicle miles traveled such as the 405 managed lanes project. Mitigate VMT by stopping the many planned freeway improvements Metro has scheduled.

Instead of wasting money studying untenable scenarios, put the money into more affordable bike and ped improvements.

Thank you,

Dahlia Reano

90034

From: Steven Williams <stevenmwilliams99@gmail.com>
Sent: Wednesday, July 26, 2023 12:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Please prioritize public transportation connectivity and function over creating more opportunities for more cars to be on freeways at a time. We should be going in this direction by now. We need projects that get more people out of their cars and onto public trains, busses and protected bikepaths. We need to incentivise public transit options rather than continually add lanes for personal auto use.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Steven Williams
90291

From: Evan Clark <evansaysblah@gmail.com>
Sent: Wednesday, July 26, 2023 1:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. My asthma lungs can't take it anymore.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled.

The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Evan Clark
91423

From: Aviv Schifrin <asmusic39@gmail.com>
Sent: Wednesday, July 26, 2023 1:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies' transportation spending are coming under scrutiny across the state, but this isn't necessarily a bad thing; the reality is that too much of our transportation budget is spent on projects like freeway widening that induce car-travel and inefficient sprawling growth.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards increasing transit frequency and priority, and towards improving bike and pedestrian safety, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Aviv Schifrin

Resident of 90024

From: Sam Potts <agrajagg3@yahoo.com>
Sent: Wednesday, July 26, 2023 1:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled. Instead, let's focus our taxpayer dollars on creating a healthy, diversified transportation system (hint: transit is the easiest way to diversify), while also looking at more efficient land uses (such as mixed use and medium density zoning) that eliminate transportation problems in the first place!

Best,

Sam Potts 91364

From: Anne Xu <annemxu@gmail.com>
Sent: Wednesday, July 26, 2023 1:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public comment - Item 33

Hello Members of the Metro Board,

Please prioritize spending for active transportation projects to keep our communities accessible and more environmentally friendly. A large portion of our transportation budget is used for projects like freeway widening that doesn't help alleviate the problem significantly and contributes to climate change. Please invest in what truly reduces vehicle miles traveled like public transportation which I and many people in my community rely on.

Thank you,

Anne Xu

91754

From: Douglas Coulter <douglas.coulter@gmail.com>
Sent: Wednesday, July 26, 2023 1:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

I ask you to consider how you can help the city's transportation needs beyond cars and how your priorities can be shifted to more sustainable transportation. Climate change continues to accelerate - you can see it every day as vast parts of the country swelter in 100+ heat or how the ocean temperature is reaching unseen levels. Angelenos must take every opportunity we can to identify opportunities to reduce our greenhouse gas output. De-prioritizing car travel and making more sustainable travel options like buses, trains, bikes, and walking easier to access for everyone should be a key part of this.

The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,
Douglas Coulter

90036

From: Nancy Matson <nancyloum@gmail.com>
Sent: Wednesday, July 26, 2023 1:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Metro Board,

As extreme heat, unhealthy air, and even the disappearance of the gulf stream loom on the horizon, we have a great tool to reduce emissions: a redirection of our transportation budget towards low and zero emissions transportation options.

And an ability to NOT do something that we know will never reduce VMTs by cars: freeway widening.

Any transitional inconvenience for these transitions are far outweighed from the imminent threat of fewer days we can all spend outside in the baking sun and dirty air, and the untold other effects from greenhouse gas emissions that will linger in our atmosphere for up to a thousand years.

Thanks so much for taking the lead on this.

Nancy Matson
Neighborhood Council Sustainability Alliance Transportation Committee
WRAC Transportation & Mobility Committee
Del Rey Green Committee

"You don't need a car -- you need a ride!"

From: arjun.mody1@gmail.com <arjun.mody1@gmail.com>

Sent: Wednesday, July 26, 2023 1:48 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Arjun Mody
90094

From: Allen liou <allenl@outlook.com>
Sent: Wednesday, July 26, 2023 1:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Dear Members of the Metro Board,

Please stop widening freeways. Public transit is the way to go. Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Allen Liou

Los Angeles, 90010

From: Marjorie Hunt <hunt.marjorie.e@gmail.com>
Sent: Wednesday, July 26, 2023 1:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Dear Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. This doesn't have to be a bad thing. Many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Instead, let's use this opportunity to make sure our transportation funding goes where it's most needed given the climate crisis we are collectively facing. We need active transportation projects that improve walking, biking, and shared transit (bus/train) options, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to STOP the many planned freeway improvements Metro has scheduled and invest in changes that move us toward a climate-safe future.

Sincerely,

Marjorie Hunt
90042

From: Danielle Carne <danielle.carne@gmail.com>
Sent: Wednesday, July 26, 2023 2:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Danielle Carne
90006

From: Brenda Nuyen <bnuyen@gmail.com>
Sent: Wednesday, July 26, 2023 2:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,
Brenda Nuyen

Zip code 90016

From: Noel Medrano <medrano3190@gmail.com>
Sent: Wednesday, July 26, 2023 3:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Noel Medrano

Chinatown, Los Angeles 90012

From: Ross Pringle <rossnpringle@gmail.com>
Sent: Wednesday, July 26, 2023 3:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Dear Members of the Metro Board:

Californians need to drive LESS. This is the obvious conclusion that can be drawn from multiple sources.

1) Climate Change - Personal vehicles are a major contributor to greenhouse gas emissions. In fact, in California over 25% of emissions come from "Passenger Vehicles"

<https://ww2.arb.ca.gov/ghg-inventory-graphs>

Our increasingly hot summers (it's 103 degrees here right now!) and warmer winters are a direct result of all our driving and we need to address this issue NOW and for the foreseeable future.

2) Southern California's highways are choked by gridlock - A trip that "should" take 20 or 30 minutes often can take an hour or more! Drivers waste millions of hours collectively sitting in traffic, that is a direct result of poor design and development of our cities and infrastructure.

3) Owning personal vehicles is expensive - The cost of owning a new car is over \$10,000

<https://www.nerdwallet.com/article/loans/auto-loans/total-cost-owning-car>

and even used cars are fairly expensive to own. That major expense is borne by just about everyone in Southern California because of the lack of housing and transportation options, again due to poor planning and development.

So what needs to change? Currently, transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening. This simply creates "induced demand" and the freeway fills up again. Please watch this helpful video: <https://youtu.be/bQld7iJJSyk>

Instead, as the video says, let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects & public transit, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

We can do better!

Thank you for your thoughtful consideration,

Ross Pringle
91711

From: Richard Dawson <rcdawson@att.net>
Sent: Wednesday, July 26, 2023 3:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

You build it and they will come. Maybe OK for a baseball field, but not for freeways.

Stop catering to car manufacturers. Widening freeways doesn't decrease congestion. It attracts more cars with the attendant congestion, pollution, and carbon dioxide emissions. We need to address transportation needs with expanded and improved public transportation.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

[YOUR NAME]
[YOUR ZIP CODE]

From: Kiersten Stanley <kierstenstanley@gmail.com>

Sent: Wednesday, July 26, 2023 4:42 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

I would also urge Metro to follow their own plans and budgets for projects, and actually deliver complete streets with pedestrian plazas, reduced car travel lanes, and increased Class I & IV bike lanes for every project delivered. Please stop letting grant funds expire or going against your own plans and promises to communities of building truly better, first-class infrastructure improvements. And if an EIR/EIS review says to keep car lanes at the expense of cyclist and pedestrian space? Then it's long past time to update environmental standards for a cleaner, greener, and quieter future. One in which people and communities are at the forefront, not cars.

Best,

K. Stanley
91604

From: JJ Jung <kyeong.jung.newsletters@gmail.com>
Sent: Wednesday, July 26, 2023 4:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny when it comes to transportation spending. But this doesn't have to be a bad thing; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening.

Let's use this opportunity to make sure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Kyeong Hoon Jung
90026

From: Joshua Gonzales <joshua@abundanthousingla.org>
Sent: Wednesday, July 26, 2023 4:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 33 - public comment

Members of the Metro Board,

Transit agencies across the state are under heavy state scrutiny regarding transportation spending. But this doesn't have to be bad; the reality is that many of our transportation dollars are spent on projects that shouldn't happen, like freeway widening, which only makes traffic worse and increases pollution levels.

Let's use this opportunity to ensure our transportation funding goes where it's most needed: towards active transportation projects, not car-centric projects that induce vehicle miles traveled. The best way to mitigate VMT is to stop the many planned freeway improvements Metro has scheduled.

Best,

Joshua Gonzales

90006

July 25, 2023

VIA U.S. MAIL & E-MAIL (BoardClerk@metro.net)

Collette Langston
Board Clerk
Los Angeles County MTA
One Gateway Plaza, MS:99-3-1
Los Angeles, CA 90012

Re: Objection to Proposed Adoption of Resolution of Necessity for Taking Portions of Certain Real Property Located at 111 North Gale Drive, Beverly Hills, California 90211 (Also Identified as Assessor Parcel Number 4334-022-063) by Eminent Domain for the Westside Purple Line Extension Project, Section 1

Dear Ms. Langston:

This firm represents GSH Gale, LLC, EMCAP BHL, LLC, NES 111, LLC, and IA GALE, LLC (collectively, the “Property Owner” and/or “Owner”), fee owners of the above-referenced real property (the “Subject Property”).

We have received notice that Los Angeles County Metropolitan Transportation Authority (“MTA”) intends to allegedly consider adopting a Resolution of Necessity (the “Resolution” and/or “RON”) authorizing the taking of portions of the Subject Property by condemnation for the Westside Purple Line Extension Project, Section 1 (the “Project”). The hearing on the Resolution is set for July 27, 2023, at 10:00 a.m., at MTA’s Board Room located at One Gateway Plaza, 3rd floor, Los Angeles, California 90012-2952. The purpose of this letter is to provide written objections on behalf of the Property Owner to the adoption of the Resolution and also provide notice of the Property Owner’s intent to appear and be heard at the Resolution hearing. **Accordingly, we request that this letter be included as part of the formal record on that agenda item. Please confirm receipt of this letter via email at abanker@palmierilawgroup.com.**

Further, the Property Owner requests that it is provided with the appropriate administrative hearing or other process that is required by MTA to address the Property Owner’s concerns prior to MTA’s adoption of the Resolution.

Collette Langston
July 25, 2023
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The Property Owner believes that the adoption of the Resolution is improper at this time, and objects to its adoption on each of the following specific grounds:

1. **Pre-commitment by MTA Renders this Resolution Void; MTA Is Incapable of Conducting a Fair, Legal, And Impartial Hearing.**

MTA contracted away its discretion long ago and has already pre-committed itself to the purported Project and taking. As such, any hearing concerning the adoption of the resolution by MTA would be a predetermined result. The proposed resolution hearing is a pretense and artifice, and any resolution adopted under these circumstances would be voidable by a court of competent jurisdiction. (*Redevelopment Agency v. Norm's Slauson* (1985) 173 Cal.App.3d 1121, 1127.)

In *Norm's Slauson*, the Court held that the condemning agency's approval of the resolution of necessity was invalid since the agency "simply 'rubber stamped' a predetermined result because, prior to any hearing on the resolution, it (i) entered into an agreement with a developer by which the agency agreed to transfer a portion of defendant/property owner's restaurant, and the developer agreed to construct a condominium thereon; and, (ii) issued and sold tax exempt bonds to pay for the acquisition. (*Norm's Slauson, supra*, 173 Cal.App.3d at p. 1127.) "In short, the agency, without any notice to Norm's [the property owner], in effect sold the property and issued bonds to obtain the money to acquire the property all before taking any steps to condemn the property." (*Id.*, at p. 1125.)

As a condition precedent to the exercise of the power of eminent domain, a public agency "must hold a public hearing to determine whether a particular taking meets the [requirements of Civil Code section 1245.235, i.e., is for a public use, necessary, and designed in such a manner to cause the least private injury]...." (*Norm's Slauson, supra*, 173 Cal.App.3d at p. 1125 [Emphasis added].) "Implicit in this requirement...is the concept that...the [a]gency engage in a good faith and judicious consideration of the pros and cons of the issue and that the decision to take be buttressed by substantial evidence...." (*Id.*, at pp. 1125-6.) "[A]n agency that would take private property...must...conduct a fair hearing and make its determination on the basis of evidence presented in a judicious and nonarbitrary fashion." (*Id.*, at p. 1129.) In the absence of a fair and impartial hearing, the resolution of necessity is void.

Collette Langston

July 25, 2023

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If the condemning agency fails to conduct itself in this manner, then the resolution is not entitled to its ordinary conclusive effect and the burden of proving the elements for a particular taking rests on the government agency with the court being the final adjudicator. (*Norm's Slauson, supra*, 173 Cal.App.3d at pp. 1128-1129.) "The governmental agency in such a situation cannot act arbitrarily and then seek the benefit of having its decision afforded the deference to which it might otherwise be entitled." (*Id.*, at p. 1129.) In the absence of a fair and impartial hearing, the resolution of necessity is void. It creates no presumption in favor of the County's conduct. (*Id.* at p. 1127; See also, *San Bernardino County Flood Control Dist. v. Grabowski* (1988) 205 Cal.App.3d 885, 897.)

In this case, MTA's proposed adoption of a resolution to bestow on itself the authority to do that which it has already done is a sham predicated on a predetermined result for the foregoing reasons:

- Though MTA has not formally acquired the property it now seeks to condemn, MTA has already approved, authorized and apportioned funds for use of the Subject Project as a construction staging yard, entered into contracts with various consultants, contractors and other personnel to utilize the Subject Property as a construction staging yard, and has in fact *already* trespassed onto, occupied, possessed and used the Subject Property without legal title or right for use as a construction staging yard for its Project.
- As a result, the Property Owner has already commenced an inverse condemnation action entitled, *GSH Gale, LLC et al. v. Los Angeles County Metropolitan Transportation Authority et al.*, Los Angeles County Superior Court Case No. 23STCV08169. The filing of the inverse action circumvents MTA's need to file the anticipated direct action.
- Likewise, the purported contemplated use on the Subject Property which is the basis of the Resolution hearing is already ongoing. MTA is already in possession of, and using the Subject Property to the detriment of the Property Owner and has incorporated such use in its Project.

Collette Langston

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- Now, months *after* utilizing the Subject Property for the Project, MTA is purportedly considering a Resolution to condemnation property rights, many of which it has already taken, for an alleged Project that it has almost completed!
- Accordingly, before any hearing on the proposed Resolution can take place, MTA has already predetermined that it was going to acquire property from the Property Owner to undo that which it has already done.
- MTA has put the proverbial “cart before the horse.” MTA’s conduct is not only in violation of the precepts of *Norm’s Slauson*, but also of the Government Code and applicable case law. In an eminent domain proceeding, a public agency has an overriding obligation to deal forthrightly and fairly with property owners. (*City of Los Angeles v. Decker* (1977) 18 Cal.3d 860, 871; See, e.g., *Kunec v. Brea Redevelopment Agency* (1997) 55 Cal.App.4th 511, 523-524.)
- Here, MTA has ignored its *affirmative* obligations under the Government Code by “jumping the gun,” and pre-committing itself to utilizing the Subject Property as a construction staging yard for the Project without first providing its own citizenry with due process of law or complying with fundamental precepts of California Eminent Domain law.

In this instance, MTA has already predetermined the outcome of the hearing well before it was set. MTA has impermissibly and irrevocably committed itself to take portions of the Subject Property. Accordingly, MTA’s anticipated approval of the Resolution is invalid because MTA has no discretion but to approve the Resolution since MTA has already committed itself to the Project by *previously* constructing the Project and having *already* taken some of the property rights for which it claims to be considering at the upcoming hearing. (See, e.g., *Norm’s Slauson, supra*, 173 Cal.App.3d at pp. 1127-30; Code Civ. Proc. § 1245.255, subd. (b).)

Accordingly, if the Resolution is adopted, the hearing which led to its adoption will have been a pretense and MTA’s policy-making board will simply be “rubber stamping” a pre-determined result. Such an action would constitute more than a gross abuse of discretion; it would represent the elimination of any discretion whatsoever. Accordingly, if the Resolution is adopted, it will be subject to attack on this basis.

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2. The Property Owner's Due Process and Statutory Rights Are Being Violated by MTA's Perfunctory "Offer" and Failure to Negotiate in Good Faith to Avoid Condemnation.

A. MTA Has Failed to Extend a Legitimate Precondemnation Offer Pursuant to Government Code section 7267.2.

Government Code section 7267.2 mandates that the public agency establish an amount which it believes to be just compensation for the property rights it seeks to condemn based on an "approved appraisal," and then make an offer to the owner or owners of record for the *full* amount of the approved appraisal prior to initiating condemnation by adoption of a Resolution of Necessity. (Gov. Code, § 7267.2.) Section 7267.2 requires the written statement and summary to contain details sufficient to indicate clearly the basis for the offer. (*Ibid.*) The amount of the precondemnation offer must not be less than the agency's approved appraisal of the fair market value of the property." (*Ibid.*) Strict compliance with Section 7267.2 is a *mandatory* prerequisite prior to adopting a Resolution of Necessity and initiating an eminent domain action. (Code Civ. Proc., §§ 1240.040, 1245.230 (c)(4); *City of San Jose v. Great Oaks Water Co.* (1987) 192 Cal.App.3d 1005, 1011.) Failure to strictly comply with the requirements of Section 7267.2 is grounds for dismissing the entire proceeding. (*Ibid.*)

Here, MTA has not extended a legitimate Government Code section 7267.2 offer prior to the adoption of the Resolution of Necessity and, in fact, is relying upon a *knowingly* inadequate offer at the upcoming Resolution hearing. In this instance, MTA has commissioned multiple appraisals of the takings close in time and offered the Property Owner the lesser appraised value without explanation. MTA initially retained Brad Thompson to appraise the taking. Mr. Thompson concluded that the constitutionally mandated amount of just compensation owed to the Owner was \$1,108,000 based on an appraised value of \$1,000 per square foot (psf) for highly sought after developable real property located in Beverly Hills. MTA subsequently and inexplicably retained CBRE (Adam Bogorad) to conduct a second, lower appraisal. Not surprisingly, Mr. Bogorad concluded that the constitutionally mandated just compensation owed to the Property Owner for the same highly desirable and developable land in Beverly Hills was approximately \$300,000 less than the appraisal MTA obtained a matter of weeks earlier at \$827,000 (or approximately \$660 psf). Both appraisals are

Collette Langston
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close in time; yet, MTA offered the Owner the *lesser* appraised value and has not provided either complete appraisal to the Owner.

Internally, MTA is recognizing a substantially greater amount is owed to the Property Owner, yet as a litigation tactic is offering the Owner a *fraction* of that amount. MTA's conduct does not comport with its obligations under the Government Code, including but not limited to Sections 7267.1 and 7267.2. Failure to extend a valid precondemnation offer invalidates MTA's adoption of the Resolution and divests MTA of any authority to condemn.

It is inappropriate to attempt to condemn first, and then suggest that an error can be corrected by a subsequent offer or subsequent appraisal *after* the adoption of a resolution of necessity. (See, *City of Stockton v. Marina Towers* (2009) 171 Cal.App.4th 93.) MTA cannot correct its error by simply reappraising *after* adopting a Resolution to retroactively confer upon itself with the authority to do that for which it has already done.

California's Eminent Domain Law mandates *strict compliance* with its statutory requirements *before* a public entity may confer upon itself with the awesome power of eminent domain to condemn private property for a public purpose. "The proceeding to condemn land for a public use is special and statutory and the prescribed method in such cases must be *strictly* pursued especially if those methods benefit the [property] owner." (*City of Needles v. Griswold* (1992) 6 Cal.App.4th 1881, 1895, quoting *Harrington v. Superior Court* (1924) 194 Cal. 185, 191 and *City of Los Angeles v. Glassell* (1928) 203 Cal. 44, 46 [emphasis added].)

B. MTA Has Failed To Negotiate, let, Alone, in Good Faith, Pursuant To Government Code Section 7267.1.

Government Code section 7267.1 imposes an affirmative obligation on a public entity seeking to condemn property to seek to acquire that property first by negotiation. (*Johnston v. Sonoma County Agricultural Preservation & Open Space Dist.* (2002) 100 Cal.App.4th 973.) "The public entity shall make every reasonable effort to acquire expeditiously real property by negotiation." (Gov. Code, § 7267.1, subd. (a).) The duty to negotiate is designed to avoid litigation. "In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the public programs,

Collette Langston

July 25, 2023

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and to promote public confidence in public land acquisition practices, public entities shall, to the greatest extent practicable, make every reasonable effort to acquire property by negotiation." (8 Witkin, Summary of Cal. Law (10th ed.) Const. Law, § 972.)

In this case, MTA has woefully failed to do so. MTA has already taken the Owner's property rights without any payment of just compensation, though having no legal basis or right to do so. Then, MTA offered the Owner, without a copy of the appraisal or any ability to assess same, the Thompson appraisal at \$1.1 million. When the Owner refused, MTA employed "take it, or leave it" tactics by sending the Owner a Notice of Intent to Appraise; that was later coupled with a substantially lower offer of \$827,000, and a shocking 17 days' notice that MTA would be adopting a Resolution based on a knowingly inadequate offer in order to compel the Owner into unnecessary litigation.

Here, MTA has made and predicated the adoption of its Resolution on a knowingly inadequate precondemnation offer that the Owner cannot possibly accept especially considering that MTA internally recognizes that the offer is inadequate. MTA has also not provided the Owner with any information to assess the adequacy of the appraisals and/or address the Owner's concerns regarding the Project's current, ongoing and anticipated impacts to the remainder property.

Also, MTA's rush to condemn violates the Owner's due process rights to the extent MTA improperly attempts to assert that the upcoming eminent domain action is record limited. MTA's short notice is grossly inadequate time for the Owner to collate, analyze, and present all of its objections. The Owner objects to any assertion of "exhaustion" or "record limitation" at any ensuing trial on this matter and reserves all rights.

The fundamental precept of any good faith negotiation is that it be predicated on a *legitimate* precondemnation offer that complies with the Government Code. Here, MTA has ignored its obligation and, instead, is prematurely and haphazardly moving forward with this condemnation action and demanding that the Owner either "blindly" accept its precondemnation offer "as is" (without first providing the owner with an adequate opportunity to assess the adequacy of the offer) or be named as defendants in a condemnation action.

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The power of eminent domain is the most coercive power granted to the government under the Constitution relating directly to the ownership of private property. However, with such coercive power comes the responsibility to exercise it appropriately and to seek impartial justice for both the government and private property owner. (See, *City of Los Angeles v. Decker* (1977) 18 Cal.3d 860, 871.) Here, MTA is ignoring its *affirmative* obligation under the Government Code. Rather, MTA seeks to force the Property Owner to accept a knowingly inadequate offer or be involved in a lawsuit. In this instance, MTA's conduct falls below its affirmative duty imposed under the Government Code and higher ethical duty to seek impartial justice. (See, *Decker, supra*, 18 Cal.3d at p. 871; See also, Gov. Code, §§ 7267.1, *et seq.*)

3. MTA's proposed Project Is Not Planned or Located In The Manner That Will Be Most Compatible With The Greatest Public Good And The Least Private Injury.

One of the necessity components that must be analyzed when considering the adoption of a resolution to authorize the taking of private property is whether the proposed project for which the property is sought to be taken is planned or located in a manner that is most compatible with the greatest public good and causes the least private injury. (Code Civ. Proc., § 1240.030, subd. (b).) In the absence of substantial evidence supporting MTA's Board's determination as to the planning and location of the proposed project, the Resolution of Necessity is invalid.

Here, MTA has already taken an exclusive use 8-year construction easement over the entirety of the Subject Property that has since expired. At the time of such prior taking, MTA asserted no further rights were necessary. Now, MTA claims it needs to extend the term of the construction easement for another 33 months; however, no alternative analysis has been conducted as to why. No alternative sites have been considered; no investigation has been undertaken. The absence of any analysis underscores MTA's inability to make the necessary finding that the Project as proposed is planned and located in the manner that will be most compatible with the greatest public good and the least private injury because MTA's Board has no evidence for which to rely upon. Because MTA has failed and refused to consider viable Project alternatives, MTA's board cannot make an informed determination as to whether the Project as proposed is "most compatible with the greatest public good and the least private injury."

Collette Langston
July 25, 2023
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4. Based Upon Information Currently Known, the Property Sought To Be Acquired Is Not Necessary For the Project.

One of the mandatory components to the necessity determination is that the property sought to be acquired must be necessary for the project. (Code Civ. Proc. § 1240.030, subd. (c).) The Eminent Domain Law defines "property" to include real and personal property and any interest thereon. (Code Civ. Proc., § 1235.170.) Thus, MTA must not only consider whether the property is necessary for the project but also whether the particular interest in the property that MTA seeks to take is necessary. In the absence of substantial evidence supporting such a determination, the Resolution of Necessity will be invalid. The Owners are informed and believes that viable project alternatives exist that would provide all of the amenities of the proposed Project but at a substantially reduced cost and with less private property. Those alternatives would materially reduce the need to acquire any private property for construction of the proposed project. However, MTA has failed to consider those project alternatives. Barring such consideration, MTA cannot make an informed determination as to whether the Subject Property is actually necessary for the project.

5. MTA's Notice of Resolution Hearing Is Defective In That It Fails To Adequately Describe The Nature And Extent of Property Rights Proposed To Be Taken.

The proposed Resolution must contain a description of the general location and extent of the property to be taken with sufficient detail for reasonable identification. (Code Civ. Proc., § 1245.230.) "When taking a temporary construction easement, the condemning agency *needs* to specify the area to be taken, the purposes for which it will be used, *the time the easement will commence and the duration of the easement.*" (7 Miller & Starr, Cal. Real Estate (4th ed. September 2022 Update) § 24:29.) In this case, MTA's notice states that it intends to consider the adoption of a Resolution authorizing acquisition by eminent domain of a temporary construction easement over certain real property described in the attached Exhibits A and B, though no duration or term is expressly stated within either Exhibit. Accordingly, MTA's notice is defective.

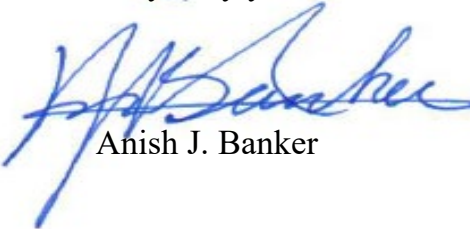
Collette Langston
July 25, 2023
Page 10

6. The Property Owner's Objections and Documents Incorporated By Reference Herein Must Be Included and Made Part of the Administrative Record on this Agenda Item.

The Property Owner hereby incorporates by this reference into the administration record on this agenda item all pleadings filed in the civil action entitled, *GSH Gale, LLC et al. v. Los Angeles County Metropolitan Transportation Authority et al.*, Los Angeles County Superior Court Case No. 23STCV08169, filed on April 13, 2023. (Code Civ. Proc., §§ 1094.5, subd. (a), 1094.6, subd. (c); See also, See *Eureka Teachers Ass'n v. Bd. of Educ.* (1988) 199 Cal.App.3d 353, 367; *County of Contra Costa v. Social Welfare Bd.* (1962) 199 Cal.App.2d 468, 471-472; *Mattison v. Signal Hill* (1966) 241 Cal.App.2d 576, 578-579.)

Based upon the foregoing objections, the Property Owner respectfully requests that MTA not adopt the Resolution at this time or, at a minimum, continue the hearing on this agenda item until such time as the objections are addressed.

Very truly yours,



Anish J. Banker

AJB:ajb

cc: Craig Justesen, MTA, Interim Executive Officer-Real Estate (via email)
Liset Corona, MTA, Principal Real Estate Officer (via email)
David Graeler, Nossaman LLP (via Email Only)
Patrick A. Hennessey
Clients

July 2023 RBM General Public Comment

From: caseyjacks@yahoo.com@mg.gospringboard.io <caseyjacks@yahoo.com@mg.gospringboard.io> **On Behalf Of** Casey Welch
Sent: Friday, July 14, 2023 6:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

Casey Welch
10830 Lamkins Street
Sun Valley CA, 91352-2045

From: emmajanevalliere2050@gmail.com@mg.gospringboard.io
<emmajanevalliere2050@gmail.com@mg.gospringboard.io> **On Behalf Of** Emily Valliere
Sent: Wednesday, July 19, 2023 7:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

Emily Valliere
1415 James M. Wood Boulevard
Los Angeles CA, 90015-1209

From: bharshberger1@gmail.com@mg.gospringboard.io
<bharshberger1@gmail.com@mg.gospringboard.io> **On Behalf Of** Brendan Harshberger
Sent: Thursday, July 20, 2023 11:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

I personally have not been assisted by an police officers on the Metro, and I find they have a chilling effect on ridership. On the other hand, the Metro ambassadors I have interacted with were approachable and helpful. I think their efficacy lies as much in their visibility as it does in their non-threatening nature. I believe this program could be a model for further reforms aimed at reducing police presence and increasing public comfort and safety.

Sincerely,

Brendan Harshberger
3315 Club Drive
Los Angeles CA, 90064-4813

From: bellavgarcia99@gmail.com@mg.gospringboard.io
<bellavgarcia99@gmail.com@mg.gospringboard.io> **On Behalf Of** Bella Garcia
Sent: Saturday, July 22, 2023 5:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

Bella Garcia
505 N 38th St
Killeen TX, 76543-4151

From: Lindsay Kerns <info@email.actionnetwork.org>

Sent: Tuesday, July 25, 2023 2:18 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about air quality and the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promises to provide fare-free transit for all Angelenos. Fare-free transit will improve safety on transit (by increasing ridership), it will help working class Angelenos afford to take transit as much as they need, it will help get more Angelenos out of their CO2-emitting cars and onto energy-efficient trains, and it won't even take away much of the Metro budget because the budget is not reliant on fares. (Moreover, fare enforcement and machine maintenance is quite costly, and it eats up almost half of the revenue Metro makes in fares!). It also will help establish LA as a leader on climate action, taking bold moves to improve public transit and thus ensure a cleaner city and a livable climate for many generations of Los Angelenos to come. Fare-free is a no brainer, let's get it done!

Lindsay Kerns

lkerns@gmail.com

1529 N. Commonwealth Ave.

Los Angeles, California 90027

From: Megan King Kelly <info@email.actionnetwork.org>

Sent: Tuesday, July 25, 2023 6:19 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

Meeting name: Regular Board Meeting

Meeting date: 7/27

Agenda # or item: 2023-0470 RECEIVE General Public Comment

Dear Board Clerk and Metro Board Members,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promises to provide fare-free transit for all Angelenos. Fare-free transit will improve public safety by increasing ridership, make transit more accessible for working class Los Angelenos, and it will encourage more people to take public transit, getting people off the roads and into cleaner, greener forms of transportation.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The recent \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday! Why are we spending so much on fare enforcement when so little of the Metro budget is even covered by fares? It will be a far greater investment in the common good (and a greener, more liveable future) for us to expand and improve public transit services while making them free and accessible to all.

I love Los Angeles, and believe free, accessible transit will improve so many Angelenos' lives, cut traffic, improve air quality, and make us leaders in a movement toward greener urban

living. If we can do it (and we can), how many other cities will follow? This is an exciting opportunity, and one I hope the Board considers very seriously.

Thank you --

Megan King Kelly

Megan King Kelly

megankingkelly@gmail.com

1965 Rodney Drive, #214

Los Angeles, California 90027

From: John Englund <john@johnenglund.com>

Sent: Wednesday, July 26, 2023 10:37 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

John Englund

john@johnenglund.com

3767 Mercury Ave

Los Angeles, California 90031

From: Mike Royce <info@email.actionnetwork.org>

Sent: Wednesday, July 26, 2023 10:38 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

Dear Board Clerk and Metro Board Members,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Universal fare-free transit could solve so many problems by helping boost the middle class in Los Angeles! When people have their basic needs covered, they can thrive, which will in turn boost the economy.

Thank you,
Mike Royce

Mike Royce

mikeroyce2010@gmail.com

2221 Linnington Ave

Los Angeles, California 90064

From: Dylan Kohler <dylan@kohlab.com>

Sent: Wednesday, July 26, 2023 10:46 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

Inequality, traffic, and the climate crisis... This is a no-brainer: make public transit free!

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Dylan Kohler

dylan@kohlab.com

1709 Dewey St.

Santa Monica, California 90405

From: Carley Towne <info@email.actionnetwork.org>

Sent: Wednesday, July 26, 2023 10:55 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Carley Towne

carleytowne@gmail.com

1756 Malcolm Ave Apt 1

Los Angeles, California 90024

From: Sam Zacher <samzacher93@gmail.com>

Sent: Wednesday, July 26, 2023 11:00 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Demanding fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE
General Public Comment

Dear Board Clerk and Metro Board Members,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

I take transit multiple times per week and believe our city will be more equal, stronger, and cleaner (with less air and climate pollution) if we make transit fare free.

Thank you,
Sam Zacher

Koreatown, Los Angeles (901 S. Ardmore Ave)

--

Sam Zacher

He/him

(614) 315-5710

samzacher93@gmail.com

From: Connor Halleck <connor@halleck.com>

Sent: Wednesday, July 26, 2023 11:11 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

I live in Noho and I sometimes have to take medication that makes driving too dangerous. My neighbor has an eye condition that prevents him from ever driving. The bus and train systems are vital parts of the accessibility of our very economy and society. I am lucky that I can afford to pay fares, but many people are excluded from basic life in this city because they are unable. Buses and trains need to run more often and later in order to be reliable enough for our dynamic and essential economy and workers. Our transit system's reliance on cars keeps people homeless, keeps our air toxic for our children, and kills people in collisions every single day. We can't ban cars. But we can make transit a real option by opening it up to all people by spending our budget on subsidizing all fares, running buses to underserved networks, and increasing frequency so people can trust they will get to work on time. This will save lives, and save our city.

Connor Halleck

connor@halleck.com

2716 BELLEVUE AVE

Los Angeles, California 90026

From: Jeremy Bong <jeremybong@live.com>

Sent: Wednesday, July 26, 2023 11:11 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Demanding fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE
General Public Comment

Dear Board Clerk and Metro Board Members,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Thank you,

Jeremy

From: Cassandra Firth <firthcass@gmail.com>
Sent: Wednesday, July 26, 2023 1:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Request for Public Comment (Cassandra Firth)

Good morning Metro Board Clerk and Members,

My name is Cassandra Firth. I'm a resident of Lancaster in LA County, and I'd like to request time for public comment tomorrow at the LA Metro Board Meeting, July 27th, 2023. I'll be there in person, so no need for a call-in.

Agenda Item: *2023-0470 RECEIVE General Public Comment*

From: Patrick Pagan <info@email.actionnetwork.org>

Sent: Wednesday, July 26, 2023 1:14 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Patrick Pagan

patrickvpagan@gmail.com

6950 Langdon Avenue

Van Nuys, California 91406

▪

From: Tiana McKenna <info@email.actionnetwork.org>

Sent: Wednesday, July 26, 2023 2:05 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who believes in a universal right to movement, regularly uses Metro rail and bus services, and is deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Tiana McKenna

tiana.mckenna@gmail.com

4757 Gambier Stret

Los Angeles, California 90032-2017

From: Tal Levy <info@email.actionnetwork.org>

Sent: Wednesday, July 26, 2023 3:06 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Tal Levy

tal42levy@gmail.com

327 S Serrano Ave, 9

Los Angeles, California 90020

From: Sarah Chevallier <info@email.actionnetwork.org>

Sent: Wednesday, July 26, 2023 4:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: Fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Comment

LA Metro Board Clerk,

As a Los Angeles resident who both believes in a universal right to movement and is also deeply concerned about the worsening effects of climate change on our city, I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

Sarah Chevallier

sarah.m.chevallier@gmail.com

4120 Normal Avenue, Apt 6

Los Angeles, California 90029

From: Jane Affonso <jgaffonso@gmail.com>

Sent: Wednesday, July 26, 2023 4:39 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Demanding fulfillment of promises for universal fare-free transit 2023-0470 RECEIVE General Public Commen

Dear Board Clerk and Metro Board Members,

As a Los Angeles resident I ask that the Metro Board of Directors and new Metro Board Chair Mayor Karen Bass make good on the Mayor's campaign promise to provide fare-free transit for all Angelenos.

With the money Metro is set to spend on fare collection, it should instead be investing in improved services. The \$4 million budgeted for fare validators could pay for 20,000 bus service hours a year - about 100 extra trips every weekday!

I believe in a free public transit in LA County because it reduces air pollution and traffic, addresses climate change and most importantly addresses economic equity. It also encourages us to interact with our diverse neighbors which builds curiosity, compassion and goodwill all of which reduce hate and violence. Increased ridership will also make our public transit system more safe.

Thank you,
Jane Affonso



MINUTES

Thursday, July 27, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Karen Bass, Chair
Janice Hahn, Vice Chair
Kathryn Barger
James Butts
Jacquelyn Dupont-Walker
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 14, 19, 24, 25, 26, 27, and 32.

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

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

2. **SUBJECT: MINUTES** **2023-0467**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held June 22, 2023.

3. **SUBJECT: REMARKS BY THE CHAIR** **2023-0468**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2023-0469**

RECEIVED report by the Chief Executive Officer.

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

5. **SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM** **2023-0384**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to \$50 million in limits at a cost not to exceed \$4 million for the 12-month period effective September 1, 2023, to September 1, 2024.

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

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

6. SUBJECT: FISCAL YEAR 2024 LOW INCOME FARE IS EASY (LIFE) PROGRAM TAXI VOUCHER FUND REIMBURSEMENT **2023-0402**

APPROVED ON CONSENT CALENDAR:

- A. EXECUTING Modification No. 3 to Contract No. PS60564000A with FAME Assistance Corporation (FAC) for Administration of Metro's LIFE program for the Southwest and Northwest Service Regions in the amount of \$700,000, increasing the total contract value from \$4,797,897 to \$5,497,897 for the FY24 Taxi Voucher component of the LIFE Program; and
- B. EXECUTING Modification No. 3 to Contract No. PS60564000B with the International Institute of Los Angeles (IILA) for Administration of Metro's LIFE program for the Southeast Service Region in the amount of \$300,000, increasing the total contract value from \$2,492,333 to \$2,792,333 for the FY24 Taxi Voucher component of the LIFE Program.

7. SUBJECT: STATE-OF-THE-ART BUS MOBILE VALIDATORS FOR TAP MUNICIPAL OPERATORS **2023-0275**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 165.01 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of 1,118 new state-of-the-art Bus Mobile Validators (BMVs) for the 21 Regional municipal operators and muni transit stores and special events, in the amount of \$4,032,850, increasing the total contract value from \$401,615,864 to \$405,648,714.

8. SUBJECT: DORAN STREET CROSSING GRADE SEPARATION PROJECT **2023-0453**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS2415-3046 with HNTB Corporation and extend the professional service period of performance from August 4, 2023 to December 31, 2024 in the amount of \$2,686,361 increasing the Total Contract Value from \$8,359,970 to \$11,046,331; and
- B. APPROVE programming an additional \$9,163,577 from \$11,000,000 to \$20,163,577 of Measure R 3% funds in order to achieve a shovel ready level.

9. SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT **2023-0454**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 10 to Contract No. PS2415-3412 with STV Inc. and extend the professional service period of performance from July 31, 2023, to July 31, 2026, in the amount of \$4,776,915 increasing the Total Contract Value from \$15,437,844 to \$20,214,759; and
- B. APPROVE programming an additional \$9,674,325 from \$16,704,416 to \$26,378,741 of Measure R 3% funds in order to achieve shovel ready level.

10. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN **2023-0392**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 31 to Contract No. PS4340-1939, for the I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort in the not-to-exceed (NTE) amount of \$3,857,895, increasing the total contract value from \$64,924,460 to \$68,782,355 and extend the term of the agreement through March 31, 2024.

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

11. SUBJECT: WESTLAKE/MACARTHUR PARK STATION JOINT DEVELOPMENT **2023-0236**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer or designee to execute an amendment to the Exclusive Negotiations Agreement and Planning Document (ENA) with Walter J Company (Developer) to extend the term for one year with the option to further extend the term for two additional one-year periods. The ENA provides for the joint development of Metro-owned property at the Westlake/MacArthur Park B/D (Red/Purple) Line Station with approximately 434 market rate residential units, 234 income-restricted units, a hotel, commercial office space, and neighborhood serving retail including space for local vendors (Project).

12. SUBJECT: SCAG CTC PARTNERSHIP PROGRAM GRANT AWARDS **2023-0285**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to

(continued on next page)

(Item 12 – continued from previous page)

execute an agreement with the Southern California Association of Governments to claim funds awarded in the amount of \$41,279,497 through the County Transportation Commission Partnership Program; and

- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

14. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES FY24 ANNUAL WORK PLAN 2023-0401

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the annual expenditure budget plan of \$36,536,291 for the FY24 Annual Work Plan for the City of Los Angeles.

15. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 2023-0316

AMENDED the Life-of-Project (LOP) budget for the Westside Purple Line Extension Section 2 Project by \$134,000,000, from \$2,440,969,299 to \$2,574,969,299, using the fund sources and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

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

19. SUBJECT: ADVERTISING & COMMUNICATION SERVICES CONTRACT 2023-0438

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No.PS71009000 with Civilian, Inc. for advertising and communication services in the amount of \$1,500,000, increasing the base contract value from \$1,738,469 to a not-to-exceed amount of \$3,238,469.

24. SUBJECT: 48 BY '28 AND RECIPROCITY MOTION 2023-0462

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Dupont-Walker, Solis, Butts, and Sandoval that the Board direct the Chief Executive Officer to provide progress updates on the following:

- A. Implementing the initiatives laid out in the May 2022 “48 by '28 Plan” to increase small and disadvantaged business participation in Metro contracts;

(Item 24 – continued on next page)

(Item 24 – continued from previous page)

- B. The recommendations included in the September 2022 Office of the Inspector General survey of small business enterprise certification programs; and
- C. Developing an annual, fiscal year-end report on the agency’s progress toward reaching the 48% target by 2028.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to report back on the above directives in October 2023.

25. SUBJECT: BUS ENGINE IGNITION COILS 2023-0350

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/ Indefinite Quantity (IDIQ) Contract No. MA102753000 to Cummins, Inc. the responsive and responsible bidder for ignition coils. The contract one-year base amount is \$2,521,828.80 inclusive of sales tax, and the one-year option amount is \$2,585,163.60, inclusive of sales tax, for a total contract amount of \$5,106,992.40, subject to resolution of any properly submitted protest(s), if any.

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

26. SUBJECT: PORTABLE RESTROOM SERVICES FOR METRO EMPLOYEES 2023-0366

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS96427000 to United Site Services of California, Inc. for portable restrooms and handwash stations in an amount not-to-exceed \$896,490 for a three-year base period and \$272,705 for the first one-year option term and \$291,330 for the second one-year term, for a combined not-to-exceed amount of \$1,460,525, effective on August 1, 2023, subject to the resolution of all properly submitted protest(s), if any.

27. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS 2023-0391

APPROVED ON CONSENT CALENDAR nominees for membership on Metro’s Gateway Cities and San Fernando Valley Service Councils.

**32. SUBJECT: PASADENA TRANSIT SERVICE OPERATION AGREEMENT 2023-0362
AND BUS CAPITAL FUNDING FOR PASADENA TRANSIT**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer, or their designee, to negotiate and execute:

- A. the Transit Service Operation Agreement between Metro and the City of Pasadena for Contracted Service Lines 177 & 256, for a period of five years from July 1, 2024 (when new buses are expected to begin service) through June 30, 2029 (FY25 through FY29), with a two-year extension option for FY30 and FY31, for an amount up to \$25,590,137.82; and
- B. the allocation of a 70 percent funding contribution towards the purchase of the nine (9) new buses by the City of Pasadena to operate Lines 177 & 256, for an amount up to \$4,123,823.

**33. SUBJECT: ORAL REPORT ON STATUS UPDATE OF METRO'S 2023-0461
VEHICLE MILES TRAVELED MITIGATION PROGRAM**

RECEIVED oral report on status update of Metro's Vehicle Miles Traveled (VMT) Mitigation Program.

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

**34. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 1 2023-0305
PROJECT**

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity, and
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a 33-month Temporary Construction Easement ("TCE") from the property identified as Parcel W-2309, APN: 4334-022-063 ("Property"). The above listed requirement is herein referred to as the "Property Interest."

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

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)
(1)

1. Vanessa Vega v. LACMTA, LASC Case No. 20STCV3397

APPROVED a settlement in the sum of \$275,000.

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

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

Significant Exposure to Litigation (One Case)

NO REPORT.

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

Initiation Litigation (One Case)

NO REPORT.

D. Conference with Real Property Negotiators - G.C. 54956.8

Property: 800 N. Alameda Street Los Angeles, CA. 90012, Union Station, Space S3

Agency Negotiator: Steve Jaffe, DEO Real Estate - Union Station

Negotiating Party: Roscoe's House of Chicken and Waffles

Under Negotiations: Price and Terms

NO REPORT.

ADJOURNED AT 1:42 P.M.

Prepared by: Mandy Cheung
 Administrative Analyst, Board Administration



Collette Langston, Board Clerk