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December 4, 2024

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

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

Via e-mail to: BoardClerk@metro.net

AGENDA ITEM #23: CALIFORNIA STATEWIDE FLEET VEHICLES CONTRACT (NON-REVENUE) - NEEDS MORE CONSIDERATION

Dear CEO Wiggins and Honorable Members of the Board,

Jobs to Move America is a coalition of community-based organizations, labor unions, environmental groups, transit advocates, and workforce development organizations unified in the belief that public investment in transportation and infrastructure should support quality U.S. manufacturing jobs and career opportunities for workers facing systemic racial, gender and socio-economic barriers to accessing quality employment.

We write to you to request that you delay voting to authorize the \$24 million contract to replace non-revenue vehicles discussed in Item #23 until there are more options for selecting a vehicle from a manufacturer that can demonstrate commitments to better pay, benefits, and high road working conditions for their workers and the employees of their suppliers.

The staff report to the board recommends purchasing 142 Hyundai Ioniq 5s for nearly \$7 million. However, Hyundai, who stands to receive a significant portion of this purchase, has a well-documented history of benefitting from exploitation and under-paid labor, that Metro has a responsibility to consider as it decides on vehicles for the agency to purchase.¹

A 2022 Reuters investigation found that four major suppliers of Hyundai Motor Company and sister Kia Corporation, had employed child labor at Alabama factories in recent years.² While Hyundai initially committed to cease business

¹ <https://www.reuters.com/business/autos-transportation/us-labor-department-sues-hyundai-over-us-child-labor-court-filing-2024-05-30/>; <https://www.nytimes.com/2024/10/26/business/economy/prison-labor-alabama-hyundai.html?smid=nytcore-ios-share&referringSource=articleShare>

² <https://www.reuters.com/investigates/special-report/usa-immigration-hyundai/>

California

Illinois

New York/New Jersey

Alabama

as soon as possible” with the identified suppliers, Hyundai quickly walked back its commitment, stating in a statement to Reuters, that it had “canceled its plans to cut off suppliers where minors have worked.” Hyundai is currently being sued by the Department of Labor for “profiting off of child labor” due to the illegal employment of children as young as 12 years old in tier-1 supplier facilities throughout the state of Alabama.³

In October of this year, The New York Times investigated the “thin line” between work incentives, forced labor and “involuntary servitude” for incarcerated workers in Alabama’s Prison system.⁴ Incarcerated workers contracted to Ju-Young, a Hyundai supplier, described an environment where participation is effectively mandatory, with fear of retaliation discouraging them from speaking openly about their conditions. These workers make only a few dollars an hour after the state collects their “charges”, knowing that refusing work could result in penalties such as extended incarceration, loss of parole opportunities, or reassignment to unpaid labor at prison facilities. After the publication of the New York Times story, all incarcerated workers at Ju-Young, including those who spoke to the reporter about their working conditions, were fired.

The Hyundai Ioniq 5s will be produced in Hyundai’s all-new manufacturing facility dedicated to the production of electric cars in Savannah, Georgia. Currently, Hyundai’s Alabama facility and Kia’s (a subsidiary of Hyundai) Georgia facility share many of the same suppliers. The company refuses to commit to ensuring suppliers to their electric vehicle plant in Georgia will be vetted to ensure the dissolution of employing children illegally or engagement in other illegal and exploitative practices.

While we support LA Metro’s urgency in replacing an aging, gas-fueled fleet of non-revenue service vehicles, we urge the Board to consider the impacts of how it utilizes its purchasing power. Currently, the Hyundai Ioniq 5s are the only fully-electric sedans available for purchase utilizing the Statewide Contracts. However, the state is currently in the process of executing new contracts after accepting bids in November for Cars, Trucks, Vans, and SUVs using alternative fuel, which include up to five new electric sedans that will be available for order. LA Metro should be in close coordination with the Department of General Services’ procurement division which is currently evaluating bids for this new contract which will create more opportunities for LA Metro to purchase vehicles that may be manufactured more responsibly, as well as the opportunity to electrify medium and heavy duty classified vehicles.

We support the board’s request for agency staff to report back within 120 days with a non-revenue vehicle purchasing policy that prioritizes zero-emission vehicles. This report-back should include an evaluation of job quality considerations for carmakers that is modeled after Metro’s existing Manufacturing Careers Policy that has made Metro a leader in raising the job standards in the transit and electric vehicle manufacturing industry.

Please consider Jobs to Move America, the United Autoworkers and our coalition as partners in working together with Metro to ensure that working families and Angelenos benefit from Metro’s bold vision for a transit rich future built with good jobs.

Sincerely,
Aesha Mahmoud
Researcher, Jobs to Move America

Mike Miller
Director Region 6, United Autoworkers Union

³ https://www.dol.gov/sites/dolgov/files/OPA/newsreleases/2024/24-1079-NAT_HyundaiComplaint.pdf

⁴ <https://www.nytimes.com/2024/10/26/business/economy/prison-labor-alabama-hyundai.html?smid=nytcore-ios-share&referringSource=articleShare>



he attached is :

Public Comment for Item Not on the Agenda, 5 December 2024

STOP ENVIRONMENTAL RACISM STOP SEGREGATED HOUSING IN THE Red Lined PICO NEIGHBORHOOD

**THIS PHOTOGRAPH WAS TAKEN STANDING IN THE EMPTY LOT
WHERE METRO WANTS TO BUILD 375 UNITS OF LOW INCOME
HOUSING AT 17TH AND COLORADO IN SANTA MONICA
THE PROJECT IS ADJACENT TO THIS CEMENT PLANT**

**THIS WILL BE THE VIEW FROM THE TENANTS
LIVING ROOM**

**BUILDING LOW INCOME HOUSING IN THE Red Lined
HISTORICALLY SEGREGATED PICO NEIGHBORHOOD VIOLATES
FAIR HOUSING LAWS, & Gov.Code§8899.50 Affirmatively
Furthering Fair Housing *AND IS A SIGNIFICANT HEALTH
HAZARD TO THE TENANTS***

GOAL 4

A community that provides equitable housing access to all neighborhoods.

The City of Santa Monica is generally more homogenous than the County as a whole. The majority of the City's residential population is White, followed by Hispanics and Asians, respectively. Blacks represent 4% of the population. One of the likely barriers to living in the City for non-Whites is the high cost of housing. Hispanics and Black households have the lowest median income in the City and County as a whole, and as a result, are often priced out of housing opportunities in the City.

For those households of color that can afford to live in Santa Monica, many of them are concentrated in neighborhood pockets of the City along the I-10 Freeway, and within the Pico, Downtown and Mid-City neighborhoods.

These patterns of segregation are largely the result of decades of structural racism deeply rooted in Federal, State, and local housing policies. This includes the adoption of exclusionary zoning, which was used primarily as a way to economically separate the wealthier Whites from Blacks/African Americans and other people of color. Since many Blacks/African Americans could not afford or were unable to receive mortgages to purchase homes, they were effectively driven out of single-family zoned neighborhoods. The federal policy of "redlining" that arose during the New Deal era

(1930s) also have contributed to the patterns of segregated neighborhoods. This discriminatory practice of determining who could qualify for home mortgages based on skin color led to widespread segregated communities across the country and prevented Blacks/African Americans from buying homes. In Santa Monica, areas that were redlined included the Pico Neighborhood, portions of the Mid-City neighborhood south of Santa Monica Boulevard, and Ocean Park. The pattern of redlined areas directly correlate with the areas where the non-White population, lower income households, and renter households are concentrated.

Redlining

The term "redlining" refers to the discriminatory policy instituted by the federal government to create color-coded maps of every metropolitan area in the country to indicate where it was safe to insure mortgage. These maps were based on racial composition, quality of housing stock, access to amenities, etc. and were color coded to identify best (green "A" grade), still desirable (blue "B" grade), definitely declining (yellow "C" grade), and hazardous (red "D" grade) neighborhoods. Areas of the City that were predominantly commercial/industrial were not color coded.



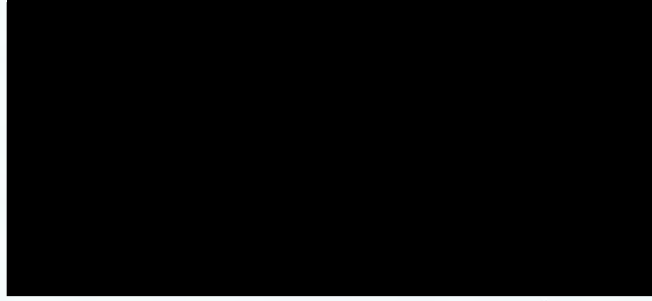


Home <<https://epa.gov/>> / Enforcement <<https://epa.gov/enforcement>>

Health and Environmental Effects of Cement Plant Emissions

Cement plants are a significant source of sulfur dioxide, nitrogen oxide and carbon monoxide, which are associated with the following health and environmental impacts:

- Nitrogen oxide (NO_x) can cause or contribute to a variety of health problems and adverse environmental impacts, such as ground-level ozone, acid rain, global warming, water quality deterioration, and visual impairment. Affected populations include children, people with lung diseases such as asthma, and exposure to these conditions can cause damage to lung tissue for people who work or exercise outside.
- Sulfur dioxide (SO₂) in high concentrations can affect breathing and may aggravate existing respiratory and cardiovascular disease. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children, and the elderly. SO₂ is also a primary contributor to acid deposition, or acid rain.
- Carbon monoxide (CO) can cause harmful health effects by reducing oxygen delivery to the body's organs and tissues, as well as adverse effects on the cardiovascular and central nervous systems. CO also contributes to the formation of smog (ground-level ozone), which can cause respiratory problems.



December 2, 2024

5 December Board Meeting

PUBLIC COMMENTS FOR ITEM NOT ON THE AGENDA

Sent via email to: BoardClerk@Metro.net

SAY NO TO THE FOLLOWERS OF GEORGE WALLACE: REJECT THE STAFF PROPOSAL TO BUILD 375 UNITS OF LOW INCOME HOUSING AT 17TH AND COLORADO IN SANTA MONICA.

STOP ENVIRONMENTAL RACISM BUILDING HOUSING ADJACENT TO A CEMENT PLANT WILL BE UNSAFE FOR THE RESIDENTS

“We know that it’s not by coincidence that poor people are relegated to the Pico neighborhood” de laTorre said. “We know that it was by design¹. Segregation is a root cause of the dilemma we face today” [FORMER]School Board Member Oscar De La Torre quoted in www.Surfsantamonica.com December 2004

DUMPING MORE LOW INCOME HOUSING IN RED LINED PICO NEIGHBORHOOD VIOLATES FAIR HOUSING LAWS

THE CITY OF SANTA MONICA HAS BEEN ENGAGED IN A “GEORGE WALLACE” POLICY OF HOUSING SEGREGATION

¹ The “design” Mr. De La Torre is referring to is the saturation of the Pico Neighborhood with city developed low income housing projects after the restrictive covenants were declared unconstitutional by the US Sup. Court

THE CONTINUED DEVELOPMENT OF MORE LOW INCOME RENTAL HOUSING IN THE PICO NEIGHBORHOOD VIOLATES *BROWN vs. THE BOARD OF EDUCATION OF TOPEKA KANSAS* 347 U.S. 483 (1954)

Santa Monica's History of Segregation

During the 1920's to the late 1940's the house lots North of Santa Monica Blvd and South of Pico Blvd had "restrictive covenants" that prohibited Blacks, Latinos and Asians from living in those neighborhoods. The minorities were restricted to living in what is called The Pico Neighborhood.² The US Supreme Court declared the restrictive covenants unconstitutional.³ However, according to a 1988 SMMUSD study more than 30 years after *Brown v The Bd of Education of Topeka Kansas* the schools serving the Pico Neighborhood were segregated. The study noted "**Historic housing patterns**⁴ probably preclude any immediate solutions for desegregating the District." Over 50 years after *Brown v. The Board of Education of Topeka Kansas* ruled segregated schools unconstitutional the children residing in the Pico Neighborhood still attend segregated elementary and middle schools due to City site selection of low income housing projects.

The City of Santa Monica intentionally segregates the minority residents primarily in the historically segregated neighborhood with segregated schools via their site selection of low income housing development concentrated in the historically segregated Pico Neighborhood (zip code 90404).

THE CITY OF SANTA MONICA ADOPTED A "GEORGE WALLACE" POLICY OF HOUSING SEGREGATION THROUGH THE SITE SELCTION PROCESS WHEN DEVELOPING LOW INCOME HOUSING PROJECTS

Specifically the City of SM has a history of restricting funding for low income housing projects in the minority Pico Neighborhood. This was accomplished through development agreements with commercial developers⁵ that

² East of Lincoln Blvd between Pico on the South and Santa Monica Blvd on the North.

³ *Shelley v. Kraemer*, 334 U.S. 1 (1948), is a landmark United States Supreme Court case that struck down racially restrictive housing covenants.

⁴ The "historic housing patterns" refers to the segregated housing as a consequence of the "restrictive covenants" South of Pico Blvd and North of Santa Monica Blvd. that limited residence in those neighborhoods to "whites only", the minorities were allowed to reside in the Pico Neighborhood.

⁵ The developers of Colorado Place were required to develop low income housing in the Pico Neighborhood.

required the development of low income housing in the minority Pico Neighborhood, rather than in the white areas of town.

The City also created the Pico Neighborhood Housing Trust Fund. [PNHTF]The terms of the fund limited the development of low income housing with money from the fund geographically to the Pico Neighborhood. The City Council members, none of whom lived in the Pico Neighborhood then through the budget process allocated money to the PNHTF. This of course prevented the development of low income housing in their white neighborhoods. Trust funds were not established to develop low income housing in the white neighborhoods.

The neighborhood with the greatest number of multifamily low income units is the historically segregated Pico Neighborhood.

In *Pico Neighborhood Assn. v City of LA* , Case no BC 616804 a civil rights voting lawsuit by Pico Neighborhood residents, the plaintiffs discovered a tape of [former] Councilmember Zane, at a **July 1992** City Council hearing where he stated that **“the Pico Neighborhood has a DISPROPORTIONATE share of affordable housing.”** The council voted against district elections. The City continued *dumping* [the “term” used by the Judge] low income housing in the historically segregated Pico Neighborhood to perpetuate the segregation of minorities, and deny them an opportunity to live in the North of Wilshire/San Vicente neighborhood with the now unenforceable restrictive covenants.

The report from the SMMUSD from July 1988 stated “Historic Housing Patterns probably preclude any immediate solutions for desegregating the District.” More than 36 years later due to SMRR council members dumping a disproportionate number of low income housing units in the Pico Neighborhood the schools are still segregated.⁶

The City and METRO must now comply with Supreme Court Cases

On June 25, 2015, in *Texas Dep't of Housing and Community Affairs v. Inclusive Communities Project*, the *U.S. Supreme Court* held that a plaintiff may establish a *prima facie* case for discrimination under the *Fair Housing Act* (FHA) on the basis of statistical evidence that a governmental policy causes a disparate impact, without proof that the discrimination was intentional. The case, involved the allocation of low-income housing tax credits. But Justice Kennedy's opinion for the 5-4 majority (Chief Justice Roberts and Justices

⁶ Over the past 18 months the City has funded the development of over 250 units of low income housing in the historically segregated Pico Neighborhood, in clear violation of State and Federal Fair Housing laws. See citations herein.

Scalia, Thomas and Alito dissented), made it clear that the Court's analysis extended to any claim under FHA, including claims based on local land use regulation. In fact, Justice Kennedy pointed directly at “zoning laws and other housing restrictions that function unfairly to exclude minorities from certain neighborhoods without any sufficient justification,” commenting that suits “targeting such practices reside at the heartland of disparate-impact liability.”

The Court's Analysis

The effect of this is that bringing an FHA claim reverses the usual burden of proof in challenging the substance of a land use regulation. The FHA makes it unlawful to “make unavailable or deny, a dwelling to any person because of race, color, religion, sex, familial status, or national origin.” 42 U.S.C. § 3604(a). Basically, applying the employment discrimination analogy, if the plaintiff adequately pleads statistical evidence that a local government policy has caused a disparity in housing patterns along lines protected by the statute, the burden shifts to the defendant to justify the regulation.

In the context of land use regulation, this analysis reverses the burden of proof in challenging the substance of a land use regulation. In a traditional substantive due process challenge, there is a heavy burden on the plaintiff to overcome the presumption of constitutionality and establish that the regulation is irrational. Now, in an FHA case, where the plaintiff can establish that there is disparate impact, the local government has to prove that the regulation is rational.

I HAVE DONE THE RESEARCH FOR METRO COUNSEL

Of course in Santa Monica limiting the funding for low income housing projects ONLY in the Pico Neighborhood establishes the action by the City was an intentional violation of Fair Housing laws. Based on *Gautreaux v. Chicago Housing Authority*, 304 F. Supp. 736 (N.D. Ill 1969) enforcing 296 F. Supp. 907 (N.D. Ill. 1969) and *Gautreaux v. Landrileu*, 523 F. Sup. 665, 674, (N.D.Ill. 1981);425 U.S. 284; *Otero v. NY Housing Authority*, 484 F.2d. 1122 (2nd Cir. 1973), *United States v. Yonkers Board of Education*, 624 F.Supp. 1276 (S.D.N.Y.1985). *NAACP v. HUD*, 801 F.2d 593(1st Cir. 1986) , 817 F.2d 149 (1st Cir. 1987), *Thompson v. HUD* 348 F. Supp. 2d 398 (Md. 2005), *Texas Dept. of Housing and Community Affairs v. Inclusive Communities Project, Inc.*, 576 U.S. 519 (2015), 42 U.S.C. Section 3608(e)(5) and 24 C.F.R. 1.4(b)(1)(iii)(&(iv) and of course *Brown v The Board of Education of Topeka Kansas*. The METRO proposal to build low income housing at 17th and Colorado in the historically segregated Pico Neighborhood violates Fair Housing laws. With over 1000 units of government deed restricted low income housing in the Pico Neighborhood this proposal also violates Government Code §8899.50 AFFH and must be rejected.

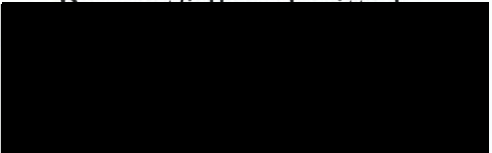
In the *Yonkers* court case the Court held, “While placing low cost housing in low income neighborhoods might have made perfect sense to an earlier generation of public housing officials, [**Judge**] Sand found it unjustifiable.”

The initial City of SM Housing Element was rejected because the State determined there was a “pattern of segregation” of the Pico Neighborhood and dumping more low income housing in the Pico Neighborhood “perpetuated segregation”.

The schools in the Pico Neighborhood are segregated due to the historic segregated housing patterns.

To quote Bob Dylan: “Liberty is Equality in School” There will be no equality in school if government keeps dumping low income housing in the historically segregated Pico Neighborhood

The staff comment that 45% of the residents within 1 mile of the project are “rent burdened” is false. No source of the information was provided. The methodology is flawed. There are over 1000 units of deed restricted low income housing in the Pico Neighborhood. By definition they only pay 1/3 of their income in rent. Assuming arguendo this is correct, will those rent burdened tenants be assigned a unit? We know the answer is NO, because no government agency knows who these people are.



THE PICO NEIGHBORHOOD HAS THE FOLLOWING REGIONAL SOCIAL SERVICE PROJECTS

1. Salvation Army Residential Rehab at 11th and Olympic
2. CLARE Fde. Residential Rehab on Pico at 9th St. and 11th St. and on 9th St.
3. Two Ocean Park Community Center 55 bed homeless shelters
4. 55 unit Permanent Supportive Housing built by Marin County Developers at 1413 Michigan Ave.
5. The Manor residential housing for the mentally ill at 19th and Pico
6. The Manor residential housing for the mentally ill at 21st and Pico
7. Proposed 7 story low income homeless housing at 1634 20th St.

Attachments included with this letter

As noted in Findings A5 and A6, the element requires a complete analysis of potential governmental and non-governmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints. In addition:

- *Program 1B (Streamline the Architectural Review):* While the program commits to adopt new streamlining procedures, it should include specific commitments to address identified constraints such as approval findings as noted in Finding A5.
- *Program 1D (Explore Reducing or Eliminating Parking Requirements):* In addition to exploring changes to parking requirements, the program should commit to actual modifications of parking requirements.

4. *Promote and affirmatively further fair housing opportunities and promote housing throughout the community or communities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. (Gov. Code, § 65583, subd. (c)(5).)*

As noted in Finding A1, the element requires a complete analysis of AFFH. Depending upon the results of that analysis, the City may need to revise or add programs to affirmatively further fair housing. In addition, Program 4D (Rezoning Selected Portions of R1 Zone Neighborhoods) notes historical practices have perpetuated segregation and hinder fair access to housing. As a result, the program should go well beyond exploring options and must commit to meaningful and sufficient actions to overcome patterns of segregation and foster inclusive communities. These actions should not be limited by the regional housing needs allocation and must include metrics and milestones as noted under Finding A1.

5. *The housing program shall preserve for low-income household the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance. (Gov. Code, § 65583, subd. (c)(6).)*

Program 3C: Facilitate the Conservation of Restricted and Non-Restricted At-Risk Housing: This program commits the City to annual monitoring of its affordable housing stock at-risk of conversion to market rate. The program should be revised to commit the City to notifying residents and owners of potential conversion dates, coordinating with qualified entities for potential purchase, and to seek funding assistance specifically for these type projects.



**DESEGREGATION
&
INTEGRATION
STUDY COMMITTEE**

REPORT

TO

BOARD OF EDUCATION

JULY 1988

SANTA MONICA-MALIBU UNIFIED SCHOOL DISTRICT
1651 Sixteenth Street
Santa Monica, California 90404

TO: Desegregation and Integration Study Committee

FROM: Jon G. Campbell
Supervisor
Instructional Support Staff

DATE: February 1988

Based on the Fall 1987 racial-ethnic survey, the following chart depicts the status of the district regarding segregated schools, "in danger" of becoming segregated schools, and racially isolated schools.

BASED UPON AN ELEMENTARY MINORITY ENROLLMENT OF 47.3%

School	Minority Percentage	Segregated (+20%)	In Danger (+15-20%)	Racially Isolated (-20%)
Webster	15.1			RI
Malibu Park	18.1			RI
Alternative	26.0			RI
Franklin	28.0			
Roosevelt	33.9			
Grant	47.1			
Muir	63.1		ID	
Rogers	69.3	Seg		
McKinley	70.3	Seg		
Edison	91.3	Seg		

Elementary
Segregated: 67.3% - 100% minority enrollment
In Danger: 62.3% - 67.3% minority enrollment
Racially Isolated: 0 - 27.3% minority enrollment

BASED UPON THE JUNIOR HIGH MINORITY ENROLLMENT OF 44.9%

Malibu Park	18.1			RI
Lincoln	42.6			
John Adams	58.8			

Junior High
Segregated: 64.9% - 100% minority enrollment
In Danger: 59.9% - 64.9% minority enrollment
Racially Isolated: 0 - 24.9% minority enrollment

Olympic 43.2
Samohl 36.3

TOTAL DISTRICT MINORITY PERCENTAGE 43.0

BOARD OF EDUCATION ACTION 6/23/84

ANY SCHOOL WHICH HAS A MINORITY STUDENT POPULATION OF 20 PERCENTAGE POINTS OR MORE ABOVE THE DISTRICT AVERAGE IN ITS RESPECTIVE CATEGORY (ELEMENTARY, JUNIOR HIGH SCHOOLS) MAY BE CONSIDERED SEGREGATED.

ANY ELEMENTARY OR SECONDARY SCHOOL THAT IS 15 - 20 PERCENTAGE POINTS ABOVE THE ELEMENTARY OR SECONDARY MINORITY ENROLLMENT AVERAGE MAY BE DEFINED AS "IN DANGER" OF BECOMING SEGREGATED.

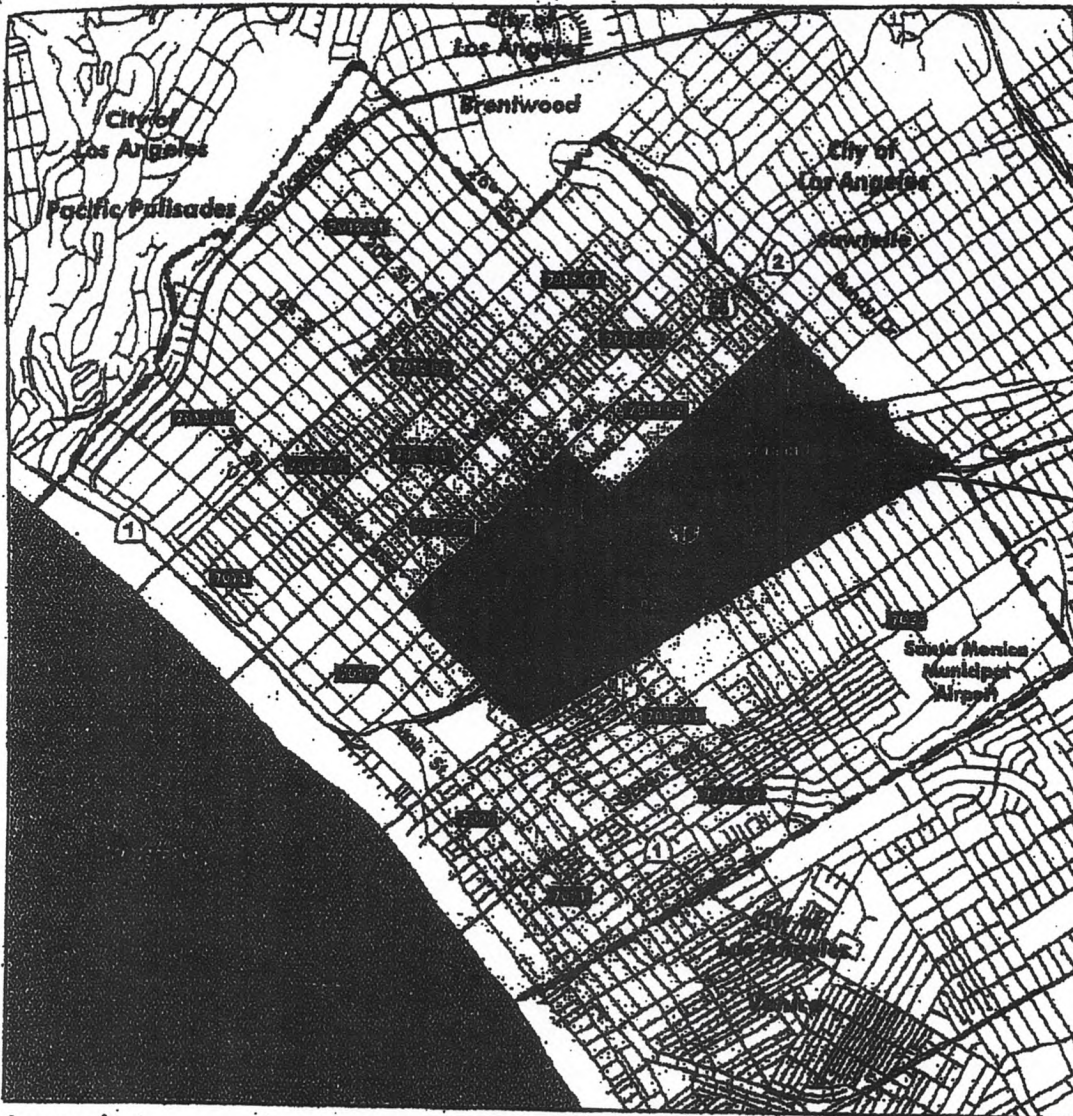
CONCLUSIONS AND RECOMMENDATIONS

1. According to the current definition of segregated schools, the District has some segregated schools despite its voluntary desegregation plan. Three elementary schools are segregated; one elementary school is in danger of being segregated; three schools elementary schools are racially isolated.
2. The District's performance on CAP is directly related to the Social Economic Status (SES) levels and ethnicity percentages. Both variables appear to affect achievement performance on the CAP tests.
3. Stricter enforcement of District guidelines on transfers and out-of-district enrollment offer the greatest opportunity for bringing the District into greater compliance. McKinley and Rogers could become desegregated schools if voluntary transfers are carefully monitored. ~~Historic housing patterns probably preclude any immediate solutions, for desegregating the District.~~ The Spanish Immersion Program is an attempt by the District, as is the lowering of class size, to rectify the segregated status of Edison.
4. The desegregation plan should be implemented, understood and fully budgeted.
5. De-segregation issues and concerns should be given a high priority in all decisions relating to transfer of students, educational programs, staffing and budgets.
6. A major desegregation task force should be formed in order to study in depth the findings and recommendations this committee has reported. Subcommittee's should be formed to study the specific areas as mentioned in this report and seek solutions.

SANTA MONICA-MALIBU UNIFIED SCHOOL DISTRICT
Human Resources Department

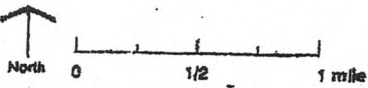
Racial & Ethnic Distribution
October, 2010

SCHOOL	MINORITY										WHITE		TOTAL Enrollment	MINORITY TOTAL	%
	AMERICAN INDIAN ALASKAN NATIVE	ASIAN	PACIFIC ISLANDER	FILIPINO	HISPANIC	BLACK not of Hispanic Origin	Multiple or no Response	not of Hispanic Origin	TOTAL	%					
Cabrillo	0 0.00%	4 1.57%	0 0.00%	3 1.18%	47 18.50%	10 3.94%	1 0.39%	189 74.41%	254	64	25.20%				
Edison	1 0.22%	13 2.90%	1 0.22%	0 0.00%	279 62.14%	20 4.45%	11 2.45%	124 27.62%	449	314	69.93%				
Franklin	0 0.00%	77 9.97%	4 0.52%	2 0.26%	34 4.40%	11 1.42%	13 1.68%	631 81.74%	772	128	16.58%				
Grant	4 0.63%	40 6.34%	2 0.32%	4 0.63%	172 27.26%	56 8.87%	7 1.11%	346 54.83%	631	278	44.06%				
McKinley	4 0.91%	59 13.41%	1 0.23%	6 1.36%	151 34.32%	56 12.73%	7 1.59%	156 35.45%	440	277	62.95%				
Muir	3 0.95%	19 6.01%	1 0.32%	3 0.95%	109 34.49%	47 14.87%	8 2.53%	126 39.87%	316	182	57.59%				
Pt. Dume	3 1.10%	12 4.40%	2 0.73%	0 0.00%	14 5.13%	11 4.03%	1 0.37%	230 84.25%	273	42	15.38%				
Rogers	1 0.20%	17 3.42%	1 0.20%	4 0.80%	245 49.30%	74 14.89%	35 7.04%	120 24.14%	497	342	68.81%				
Roosevelt	5 0.64%	84 10.76%	5 0.64%	18 2.30%	94 12.04%	35 4.48%	34 4.35%	506 64.79%	781	241	30.86%				
Webster	0 0.00%	21 5.57%	6 1.59%	1 0.27%	31 8.22%	8 2.12%	2 0.53%	308 81.70%	377	67	17.77%				
SMAASH K-5	1 0.67%	26 17.45%	0 0.00%	3 2.01%	2 1.34%	9 6.04%	0 0.00%	108 72.48%	149	41	27.52%				
SMAASH 6-8	0 0.00%	6 8.11%	0 0.00%	3 4.05%	6 8.11%	9 12.16%	0 0.00%	50 67.57%	74	24	32.43%				
Adams	1 0.10%	39 3.74%	6 0.58%	9 0.86%	525 50.38%	121 11.61%	13 1.25%	328 31.48%	1,042	701	67.27%				
Lincoln	9 0.80%	121 10.72%	10 0.89%	12 1.06%	191 16.92%	70 6.20%	7 0.62%	709 62.80%	1,129	413	36.58%				
Malibu 6-8	1 0.22%	17 3.73%	3 0.66%	4 0.88%	47 10.31%	15 3.29%	0 0.00%	369 80.92%	456	87	19.08%				
Malibu 9-12	1 0.14%	13 1.85%	5 0.71%	2 0.28%	63 8.95%	13 1.85%	0 0.00%	607 86.22%	704	97	13.78%				
Olympic	0 0.00%	4 3.57%	1 0.89%	0 0.00%	58 51.79%	11 9.82%	0 0.00%	38 33.93%	112	74	66.07%				
Santa Monica	9 0.29%	212 6.83%	25 0.81%	21 0.68%	1,067 34.39%	335 10.80%	19 0.61%	1,415 45.60%	3,103	1,669	53.79%				
TOTALS:	43 0.37%	784 6.78%	73 0.63%	95 0.82%	3,135 27.12%	911 7.88%	158 1.37%	6,360 55.02%	11,559	5,041	43.61%				
Elementary Schools Grades K-5	22 0.45%	372 7.53%	23 0.47%	44 0.89%	1,178 23.85%	337 6.82%	119 2.41%	2,844 57.58%	4,939	1,976	40.01%				
Middle Schools Grades 6-8	11 0.41%	183 6.78%	19 0.70%	28 1.04%	769 28.47%	215 7.96%	20 0.74%	1,456 53.91%	2,701	1,225	45.35%				
Secondary Schools Grades 9-12	10 0.26%	229 5.84%	31 0.79%	23 0.59%	1,188 30.31%	359 9.16%	19 0.48%	2,060 52.56%	3,919	1,840	46.95%				



Legend

- City Boundary
- Streets
- Census Tract Boundary
- 73708 Census Tract Number
- ◆ Census Tracts with more than 30% Minority Population




City of Santa Monica

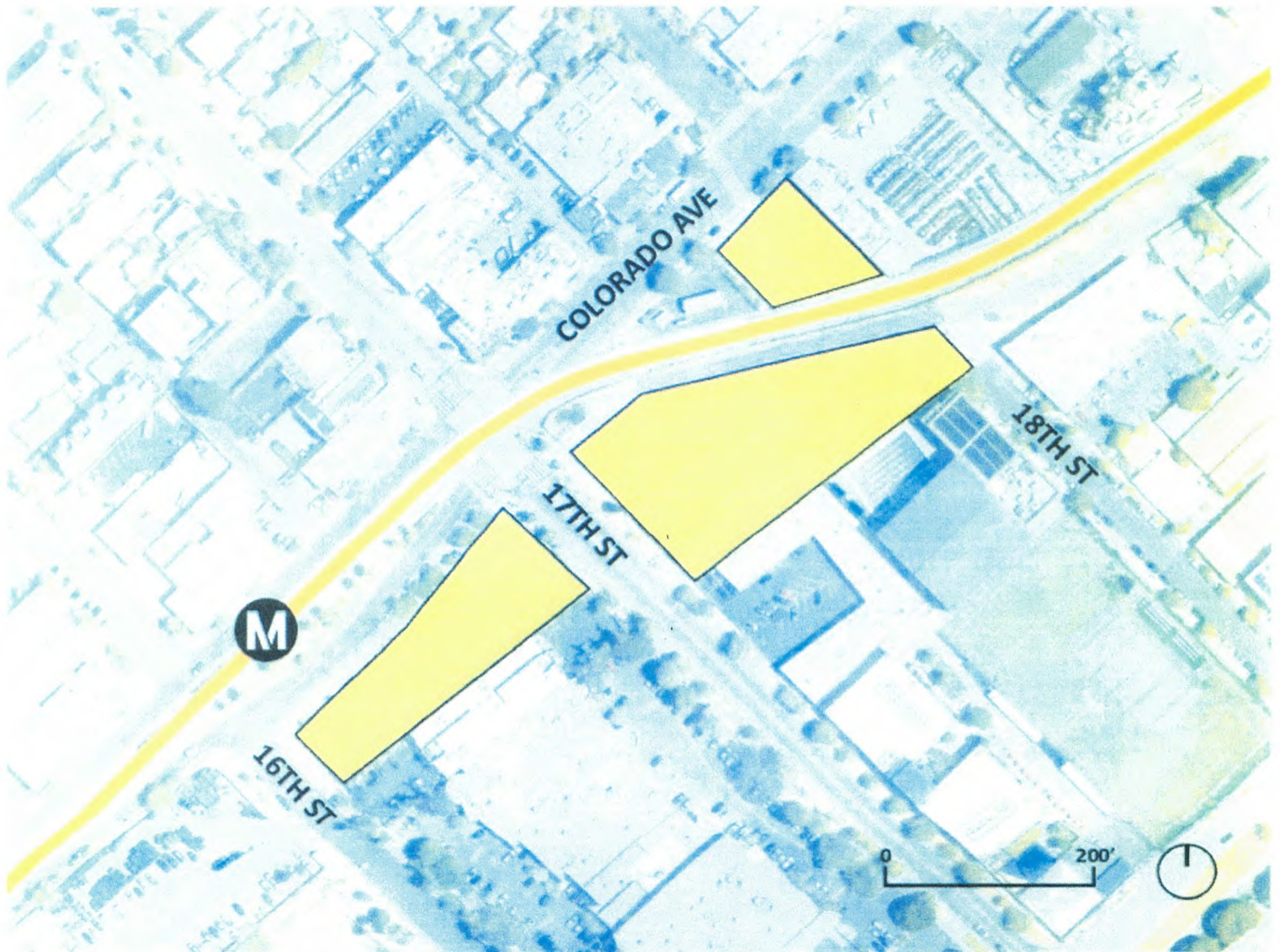
Source: 2000 Census

Figure 1
Minority Population
by Census Tract

News

Metro shares vision for 17th/SMC affordable housing site

 by Thomas Leffler
October 25, 2024



An affordable housing development could be constructed around the 17th St/Santa Monica College Expo Line station in 2027 Credit: Courtesy graphic

Metro Los Angeles laid out its preliminary plans for an income-restricted housing development adjacent to the 17th Street/Santa Monica College Expo Line station this week.

Wednesday evening, Metro officials shared its housing vision via a virtual community meeting, planning to take underutilized Metro-owned properties and through collaboration with communities and private developers, build “transit-oriented development” aimed at a range of income levels. A Request for Proposals (RFP) to developers will be released this coming Winter season, with negotiations between Metro and a selected developer set for early 2025.

Having worked through its Joint Development program to develop a bevy of sites already, the 17th/SMC project is part of Metro’s 10,000 Home Commitment, a plan to have 10,000 units (5,000 affordable) by 2031. So far, 2,362 units have been completed, 930 of those affordable.

“As part of our effort to bring more complete, equitable, transit-oriented communities to Los Angeles, we also build housing on our vacant and underutilized Metro property, and we’ve been doing it for some time, but in the last several years, we really have honed our focus on housing, and we’ve adopted our informal tagline and mission to build as much housing as possible, as quickly as possible, for those who need it most,” Metro Joint Development Deputy Executive Officer Wells Lawson said.

The development, which according to the Metro website is slated for a unit range of 275-380, is planned to be built over four parcels of land just south of Colorado Ave. between 16th and 18th Street Metro Joint Development Principal Transportation Planner Mica O’Brien presented the outline for development space, with no building details to be shared until a developer is chosen.

O’Brien stated that the easternmost parcel on the corner of Colorado and 18th is an underutilized Metro Park and Ride lot with 65 parking stalls, which she added was underutilized due to roughly 90% of transit riders arriving at the station by means other than a car.

The largest parcel is currently leased to Crossroads Elementary School for bus and car parking, as well as carpool pickup and drop-off. The remaining parcels between 16th and 17th Street, O’Brien noted, were “vacant in terms of transit.”

Out of the over 400 responses received by Metro thus far, the potential need to keep parking available for local destinations like Crossroads and SMC was one of the top concerns. Wells stated that there is consideration to include that any RFP should include “at least 100” of “community spaces” that can supplement any parking space loss from development.

He added that the plan is to require RFPs to “prepare a plan” that would continue to provide for safe access to the schools and other local spots.

“We’re going to make sure that the developers come forward with a plan that includes those pickup and drop-off facilities for the cars and buses, and the walk, bike and roll kind of means to getting to areas ... we will be selecting a developer that has the chops to manage that,” Wells said.

For questions related to the would-be residents of such a development, Wells said he is not sure about the percentage of affordable units yet or the background of any future unit occupiers, but that Metro policy prioritizes income-restricted housing. Demographic data taken by the organization found that within a mile of the 17th/SMC station, 45% of the population is rent-burdened, meaning spending more than 30% of monthly income on rent.

The data also showed that 95% of housing in the area is occupied, with O’Brien adding that they know “low residential vacancy drives up rent,” adding to the goal of creating housing “for those who need it most.”

“Given the incomes and housing cost burdens in the area, we see this site as having the potential to address some of the challenges that area residents are facing,” O’Brien said.

After a developer is chosen for the site, the developer-led public engagement period will begin in Spring 2025, followed by Metro Board considering a recommendation of the project in early 2026. If all financing for the project is secured, construction would be slated to begin in early 2027.

For those that missed the community meeting, a community input survey is currently available [here](#).

thomas@smdp.com



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

November 18, 2024

The Honorable Janice Hahn, Chair
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Renaming of Long Beach Bl C Line Station

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes, and provide monthly opportunities for the public to engage with Metro about service, policies, and programs.

At our November 14 meeting, the Gateway Cities Service Council approved a motion to formally request the renaming of the Long Beach Bl C Line Station to Lynwood Station. Metro's Station Naming policy states that:

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus rapidway stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:
 - Adjacent or nearby street or freeway
 - Well-known destination or landmark
 - Community or district name
 - *City name - if only one Metro property is located within a city*

It also states that names should, "Avoid inclusion of unnecessary words that may describe the property's location, but are not part of that location's commonly known name." This station is the only Metro station in Lynwood, and there is rider confusion as to whether the station is in Long Beach due to the current name; this location is not commonly referred to as Long Beach Bl.

The policy describes the process for renaming a station as follows:

Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.

With the new signage, maps, and timetables being produced for the LAX/Metro Transit Center Station, now would be an ideal time to make this change as the new name could be incorporated into those products, thus reducing the overall cost of the change. It would also reduce rider confusion which will be key during the multiple special events that the greater Los Angeles area is preparing for, such as the 2026 World Cup, Super Bowl LXI in 2027, and the 2028 Olympics and Paralympics Games. This is particularly key for the 2028 events, as there are several event venues within the City of Long Beach. Lastly, this change would promote civic pride and transit usage within the Lynwood community.

We encourage the Metro Board to take these factors into consideration and support the renaming of the Long Beach Bl C Line Station to Lynwood Station. Our Service Council stands ready to continue to work with Metro to address community transportation concerns and improvements.

Sincerely,



Juan Muñoz Guevara
Chair, Gateway Cities Service Council
Lynwood City Council*



Raul Añorve
Vice Chair, Gateway Cities Service Council
Long Beach Ethics Commission*

*for identification purposes only.

cc: Stephanie Wiggins, CEO, Metro
Conan Cheung, Chief Operations Officer
Jennifer Vides, Chief Customer Experience Officer

December 2024 RBM General Public Comment

From: [REDACTED]

Sent: Monday, November 4, 2024 12:08 PM

To: cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@torranceca.gov; info <info@lalafo.org>; executiveoffice@bos.lacounty.gov; mhsa@dhcs.ca.gov; MHSOAC <MHSOAC@mhsaac.ca.gov>; info@allcove.org; cc: Garth Meyer <gmeyer@easyreadernews.com>; tevains@scng.com; Nils Nehrenheim <nils.nehrenheim@redondo.org>; marc.wiener@redondo.org; paige.kaluderovic@redondo.org; Sean Scully <sean.scully@redondo.org>; todd.loewenstein@redondo.org; Zein Obagi <zein.obagi@redondo.org>; scott.behrendt@redondo.org; citycouncil@hermosabeach.gov; danwitters@gallup.com; dan_witters@gallup.com; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; James Light <james.light@redondo.org>; cityclerk@hermosabch.org; Mayor Pro Tem Ray Jackson <rjackson@hermosabeach.gov>; jmassey@hermosabeach.gov; dfrancois@hermosabeach.gov; rsaemann@hermosabeach.gov; mdetoy@hermosabeach.gov; rmontgomery@manhattanbeach.gov; jfranklin@manhattanbeach.gov; ahoworth@manhattanbeach.gov; dlessner@manhattanbeach.gov; snapolitano@manhattanbeach.gov; citycouncil@manhattanbeach.gov; Michael Webb <michael.webb@redondo.org>; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov

Subject: Public Comment all Agencies: Failure of BCHD to Track Non-Resident Expenditures of District Resident Funds

The District was formed for the benefit of "residents who reside within the District" according to Superior Court filings.

BCHD has acknowledged that only 2 programs - Bluezones restaurants and Home Health Care (about \$1.1M of \$15M budget) require residency.

Yet, BCHD does not even bother to track taxpayer expenditures on NON-RESIDENT SERVICES. How can that be?

Dear Resident,

Please see below for the District's response to your public records request received 10/21/24 that reads:

Q. Provide documents for FY 2023-24 for all expenditures on non-residents of the district, including capital and operating expenditures on facilities and program utilized by non-residents.

A. There are no responsive documents.

From: [REDACTED]
Sent: Saturday, November 9, 2024 3:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Re: ITC Funds

I'd also like to mention that these emails listed [here](#) were blocked or I received an error:

Mayor@cityofinglewood.org
BSuarezLawndale@aol.com
slopez@bos.lacounty.go

On Sat, Nov 9, 2024 at 2:09 PM Benjamin Hillman <hillmanbd@gmail.com> wrote:
Hello, I'm disheartened to hear that the billionaire owners of the Inglewood stadiums will not chip in to fund the Inglewood People Mover and thus the project appears to be dead. I encourage you to check out [this video](#) (linked to the timestamp) in which a fellow Angeleno covers what else we could do with the funds that are still around from this project. It would entail expanding upon the La Brea bus lanes to create a "quick build" BRT to support the stadiums in time for the olympics. I love this city, and I know that transit projects like these help create a better future for all instead of exacerbating the climate crisis with further gridlock.

Thank you,
[REDACTED]

From: [REDACTED]

Sent: Sunday, November 10, 2024 7:54 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: jbutts@cityofinglewood.org; CHicks@carson.ca.us; JDear@carson.ca.us; cpirstuk@elsegundo.org; lgioux@elsegundo.org; rbaldino@elsegundo.org; wlove@cityofgardenia.org; amonteiro@cityofhawthorne.org; kmanning@cityofhawthorne.org; rjackson@hermosabeach.gov; dfaulk@cityofinglewood.org; scuevas@lawndalecity.org; cc.waite@lomitacity.com; councilmember.mcosker@lacity.org; councilmember.park@lacity.org; lklipp@bos.lacounty.gov; vgomez@bos.lacounty.gov; bfish@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; ARdelgado@bos.lacounty.gov; dlesser@manhattanbeach.gov; zein.obagi@redondo.org; nils.nehnenheim@redondo.org; pwilson@cityofrh.net; BDieringer@cityofrh.net; BrittH@rollinghillsestates.gov; FrankZ@rollinghillsestates.gov; PamS@rollinghillsestates.gov; AMattucci@torranceca.gov

Subject: Support for Fast Tracking a La Brea Bus Rapid Transit (BRT) Line

To Whom It May Concern,

I am writing in support of moving ITC funds to a La Brea BRT project to be fast tracked for the 2028 Olympics, serving Sofi Stadium and the Intuit Dome. The need for a true BRT, not just painted bus lanes is desperately needed in the Los Angeles area especially a north-south option for moving people throughout the area for the Olympics and further into the future.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Monday, November 11, 2024 8:41 AM

To: CHicks@carson.ca.us; JDear@carson.ca.us; dboyles@elsegundo.org; cpimentel@elsegundo.org; Board Clerk <BoardClerk@metro.net>; jbutts@cityofinglewood.org; cpirsztuk@elsegundo.org; lgiroux@elsegundo.org; rbaldino@elsegundo.org; rtanaka@cityofgardena.org; wlove@cityofgardena.org; dfaulk@cityofinglewood.org; amonteiro@cityofhawthorne.org; kmanning@cityofhawthorne.org

Subject: La Brea BRT Solution!

Dear Metro Board, South Bay COG, and James Butts,

I request that you fully support moving the ITC funds to a La Brea BRT project, to be fast-tracked for the Olympics. (It can skip CEQA if it avoids eminent domain.) This would be the best way to save the transit funding in the region and reduce traffic to the stadiums, which is already so unsustainable for nearby residents and the environment. It can even be extended further south to improve the lives of more cities in the South Bay than just Inglewood turning the ITC into a project that is cheaper, more viable and helps more residents!

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 12, 2024 9:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Moving ITC Funds to a La Brea BRT Project

Hello,

I strongly support moving the ITC funds to a La Brea BRT project, to be fast-tracked for the Olympics. (It can skip CEQA if it avoids eminent domain.) We need to get public transportation in tip top condition for the Olympics, and to be on a comparable level to those in Europe and Asia. America has really fallen behind in public transportation in the last 30 years, and this is an excellent time to build build build!

Cheers,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 12, 2024 1:36 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: ITC funds to La Brea BRT

Dear Metro Board:

This e-mail is in support of moving the ITC funds to a La Brea BRT project, to be fast-tracked for the Olympics. (It can skip CEQA if it avoids eminent domain.)

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 12, 2024 2:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Inglewood People Mover ITC Funds

To whom it may concern,

In light of the cancelation of the Inglewood people mover, an essential transit connection has been lost. However, the state ITC funds still remain for the project, and I am in favor of moving these funds towards the creation of a La Brea BRT line, which would serve the stadiums in Inglewood, as well as La Brea overall, and provide an essential service. The Olympics are coming soon in 2028, and it is imperative attendees have a strong non-car connection to the olympic venues, as well as anyone who would like to avoid congestion on their way to a game or performance.

Thank you for your time,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 12, 2024 7:19 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Brad.Sherman@mail.house.gov; mayor.helpdesk@lacity.org; councilmember.lee@lacity.org;
ThirdDistrict@bos.lacounty.gov

Subject: Sepulveda Rail Project Public Comment

Good evening,

As a citizen of Los Angeles, please consider going with route option 4. The Valley is long overdue for heavy rail investment and this option is the most time efficient and cost effective.

We should not accept a lesser alternative because of the opinion of a privileged few with the most resources. Metro is meant to benefit ALL of Los Angeles. We need heavy rail so people who work, study, and simply wish to go to west LA have an actually viable option to get there that doesn't involve having to fight hours of traffic.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 12, 2024 9:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Inglewood Transit Connector funds

Hello Metro Clerk and Board,

I'm writing to urge the board to consider reallocating ITC funds to a La Brea BRT project. Considering that the ITC is probably not going to reach its funding goal, I believe the funds should be spent on a project that can obtain much of the same benefits of moving people between Inglewood stadiums and the rest of the region. A BRT project can also be quick built without having to go through a lengthy CEQA process as long as no eminent domain is required.

Our region needs a solution to the horrible traffic that is induced in the entire Inglewood region. Their residents did not sign up for this, and it's a tragedy that there was not a plan from the start on how to move people between these entertainment venues and the rest of the region.

Thank you for your time!

From: [REDACTED]
Sent: Wednesday, November 13, 2024 7:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support for ITC Funds to La Brea BRT

Hello!

I hope you're well!

My name is Rehan Khan, and I am a proud resident of South Bay, as well as a huge advocate for public transit as it helps us connect our wonderful cities to our amazing communities across Los Angeles.

I am taking the time to email you and make it clear that ***I support moving ITC funds to a La Brea BRT project, which could hopefully be fast tracked for the Olympics. This project could skip CEQA if it avoids eminent domain.***

I am very disappointed in the Inglewood People Mover not moving forward as a result of what I perceive to be some silly reasons. I am also very disappointed in "climate friendly" billionaires Kroenke and Balmer removing their support for this project to instead help line their pockets with more parking fees, but I am sadly not shocked. I do believe this La Brea BRT project is our next best option.

Thank you for taking time to listen to people in your communities and I will do my best to do my part to stay engaged. *I will try and email about this subject frequently moving forward to help give you a reminder of my support 😊*

Please let me know if there are more people to reach out to in order to convey support for this idea.

Best,

[REDACTED]

From: [REDACTED]

Sent: Thursday, November 14, 2024 11:19 AM

To: Eleanor Manzano <cityclerk@redondo.org>; Nils Nehrenheim <nils.nehrenheim@redondo.org>; todd.loewenstein@redondo.org; paige.kaluderovic@redondo.org; scott.behrendt@redondo.org; Kevin Cody <kevin@easyreadernews.com>; gale.hazeltine@redondo.org; wayne.craig@redondo.org; douglas.boswell@redondo.org; marc.wiener@redondo.org; Sean Scully <sean.scully@redondo.org>; sheila.lamb@redondo.org; robert.gaddis@redondo.org; Michael Webb <michael.webb@redondo.org>; Garth Meyer <gmeyer@easyreadernews.com>; russell.fong@opr.ca.gov; executiveoffice@bos.lacounty.gov; mayor@lacity.gov; Board Clerk <BoardClerk@metro.net>

Subject: Public Comment All Agencies - BCHD Proposed Massive Development VIEWS FAR 0.77, 1.09, 1.25

BCHD is determined to deliberately destroy surrounding neighborhood character and property values.

BCHD continues to plan to build on the PERIMETER of the 10 acre site, while ignoring impacts that must be reviewed in the PCDR process. The public has repeatedly made this clear to BCHD, but was ignored.

BCHD should be limited to FAR 0.50 - the same as ALL OTHER non-public safety facilities.

IF BCHD IS UPZONED TO 1.25 FAR, THEN SO MUST ALL P-I BE UPZONED AND ANALYZED IN THE CITY EIR.

Note: At his request, Councilperson Obagi is excluded from comments on the BCHD FAR issue by StopBCHD.com

BCHD's Proposed Development Views: Heights, Square Feet, FARs

**Various other sites have been
demonstrated with increased FARs**

**This shows BCHD at current 0.77 FAR,
at EIR Proposed Phase 1 of 1.09 FAR,
and at 1.25 FAR**

Source: BCHD FEIR

KVL 6: Flagler Lane & 190th Street Intersection (Facing South)

FAR 0.77

Max Height 73-feet (950sf total)
99.7% of Structures under 52-feet tall



Representative View 6: Distant views along 190th Street near its intersection with Flagler Lane are characterized by green mature street trees to the east (i.e., left) and the commercial nursery to the west (i.e., right) as well as existing white buildings at the BCHD campus against the backdrop of the Palos Verdes hills in the background. The ridgeline of the Palos Verdes hills is almost entirely uninterrupted from this view. The view is influenced by the open sky above the ridgeline, streaked with crossing powerlines in the foreground. The RCFE Building would not substantially reduce the open sky from this view, but would interrupt the ridgeline of the Palos Verdes hills. Source: VIZfx 2021.

Phase 1: FLAGLER & 190th (BCHD EIR)

Note: existing buildings in view were outlined as they are imperceptible from this view

Even with a 1.09 FAR, BCHD Proposed Phase 1 Dominates the Local Area due to Poor Design

- 103-foot tall
- Built on perimeter
- Uninterrupted view block

FAR 1.09

Max Height 103-feet
Source: BCHD EIR



Representative View 3: Flagler Lane & Beryl Street Intersection

FAR 0.77

Max Height 73-feet (950sf total)
99.7% of Structures under 52-feet tall



Representative View 3: Views of the Project site from this location are characterized by the vacant Flagler Lot in the foreground, which is currently covered with gravel and weedy vegetation and is leased as a staging area for construction equipment. The proposed RCFE Building would rise up to 133.5 feet above Flagler Lot and would be more visually prominent from this location given its location along the northern perimeter of the BCHD campus. Source: VIZfx 2021.

Phase 1: FLAGLER & BERYL (BCHD EIR)

Note: existing buildings in view were outlined as they are faint from this view

Even with a 1.09 FAR, BCHD Proposed Phase 1 Dominates the Local Area due to Poor Design

- 103-foot tall
- Built on perimeter
- Uninterrupted view block

FAR 1.09

Max Height 103-feet
Source: BCHD EIR





**Phase 1:
BERYL & HARKNESS (BCHD EIR)**

Note: existing buildings in view were outlined as they are faint from this view

FAR 0.77
Max Height 73-feet (950sf total)
99.7% of Structures under 52-feet tall

Representative View 7: Views along Beryl Avenue between North Prospect Avenue and Flagler Lane are characterized by existing buildings to the north (not visible from Representative View 7) and the low-rise Redondo Village Shopping Center to the south (visible). Background views of the Project site and open sky are visible above the Redondo Village Shopping Center. The proposed Project would reduce access to open sky with development of the RCFE Building during implementation of the Phase 1 preliminary site development plan. Source: VIZfx 2021.

Even with a 1.09 FAR, BCHD Proposed Phase 1 Dominates the Local Area due to Poor Design

- 103-foot tall
- Built on perimeter
- Uninterrupted view block



FAR 1.09
Max Height 103-feet
Source: BCHD EIR

KVL 6: Flagler Lane & 190th Street Intersection (Facing South)



**Phase 1:
FLAGLER & 190th (BCHD EIR)**

Note: existing buildings in view were outlined as they are imperceptible from this view

FAR 0.77
Max Height 73-feet (950sf total)
99.7% of Structures under 52-feet tall

Representative View 6: Distant views along 190th Street near its intersection with Flagler Lane are characterized by green mature street trees to the east (i.e., left) and the commercial nursery to the west (i.e., right) as well as existing white buildings at the BCHD campus against the backdrop of the Palos Verdes hills in the background. The ridgeline of the Palos Verdes hills is almost entirely uninterrupted from this view. The view is influenced by the open sky above the ridgeline, streaked with crossing powerlines in the foreground. The RCFE Building would not substantially reduce the open sky from this view, but would interrupt the ridgeline of the Palos Verdes hills. Source: VIZfx 2021.

1.25 FAR Dominates the Local Area 118-foot tall

- Built on perimeter
- Uninterrupted view block



FAR 1.25
Max Height 118-feet
Source: BCHD EIR with 15% increase

Representative View 3: Flagler Lane & Beryl Street Intersection

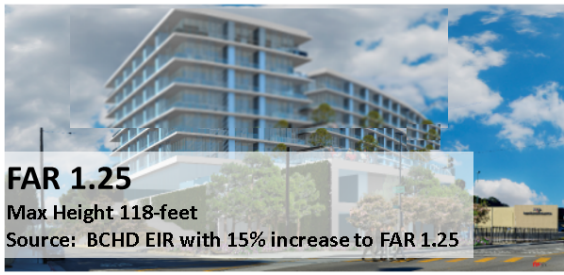
Phase 1: FLAGLER & BERYL (BCHD EIR)

FAR 0.77
Max Height 73-feet (950sf total)
99.7% of Structures under 52-feet tall



Note: existing buildings in view were outlined as they are faint from this view

Representative View 3: Views of the Project site from this location are characterized by the vacant Flagler Lot in the foreground, which is currently covered with gravel and weedy vegetation and is leased as a staging area for construction equipment. The proposed RCFE Building would rise up to 133.5 feet above Flagler Lot and would be more visually prominent from this location given its location along the northern perimeter of the BCHD campus. Source: VIZfx 2021.



FAR 1.25
Max Height 118-feet
Source: BCHD EIR with 15% increase to FAR 1.25

With a 1.25 FAR, BCHD Proposed Phase 1 Dominates the Local Area

- 118-foot tall
- Built on perimeter
- Uninterrupted view block

Phase 1: HARKNESS & BERYL (BCHD EIR)

FAR 0.77
Max Height 73-feet (950sf total)
99.7% of Structures under 52-feet tall



Note: existing buildings in view were outlined as they are faint from this view

Existing buildings between North Prospect Avenue and Flagler Lane are visible to the north (not visible from Representative View 3) and the low-rise Redondo Village Shopping Center to the south (visible). Background views of the Project site and open sky are visible above the Redondo Village Shopping Center. The proposed Project would reduce access to open sky with development of the RCFE Building during implementation of the Phase 1 preliminary site development plan. Source: VIZfx 2021.



FAR 1.25
Max Height 118-feet
Source: BCHD EIR

FAR 1.25 Proposed Phase 1 Dominates the Local Area

- 125-foot tall
- Built on perimeter
- Uninterrupted view block

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From: [REDACTED]

Sent: Thursday, November 14, 2024 12:12 PM

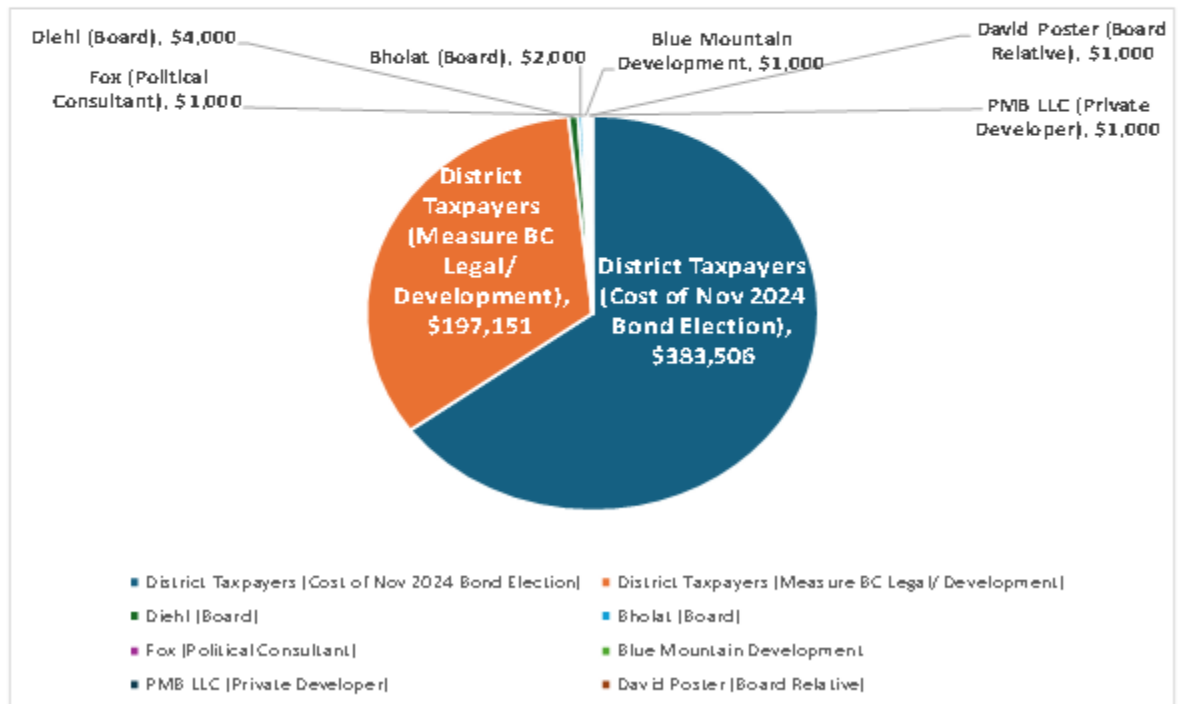
To: cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; Eleanor Manzano <cityclerk@redondo.org>; Kevin Cody <kevin@easyreadernews.com>; info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>

Subject: Public Comment - Next Available Meeting - All Agencies - BCHD Used Nearly \$700,000 in Taxpayer Funds on REJECTED Measure BC

We have a serious problem with the judgment of BCHD's Board and Executives. BCHD lost roughly \$700,000 on real estate development on Measure BC. BC would have funded the allcove building and the pre-development for PMB LLC. Voters wisely REJECTED it.

WHO PAID FOR BCHD BOARD'S FAILED MEASURE BC?	
District Taxpayers (Cost of Nov 2024 Bond Election)	\$383,506
District Taxpayers (Measure BC Legal/ Development)	\$197,151
Diehl (Board)	\$4,000
Bholat (Board)	\$2,000
Fox (Political Consultant)	\$1,000
Blue Mountain Development	\$1,000
PMB LLC (Private Developer)	\$1,000
David Poster (Board Relative)	\$1,000

\$580,657 in Taxpayer Funding Squandered on NON-HEALTH Real Estate DEVELOPMENT



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From: [REDACTED]

Sent: Monday, November 18, 2024 11:13 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Kevin Cody <kevin@easyreadernews.com>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; info <info@lalafco.org>; Al.Muratsuchi@asm.ca.gov; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov

Subject: PUBLIC COMMENT: BCHD is deleting public comments regarding its plan to cut DISTRICT SPENDING

BCHD SHOULD BE ASHAMED OF CUTTING RESIDENT SERVICES WHILE MAINTAINING ANY LEVEL OF NON-RESIDENT SERVICES

Public Comment - All Agencies, Board, City Councils, City Counsel, Planning Commissions

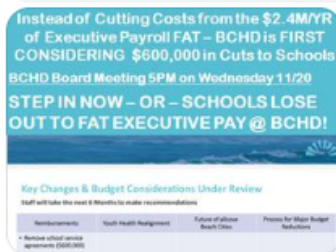
Residents have a problem with BCHD. BCHD is planning to cut RESIDENT SERVICES as it instead expands into NON-RESIDENT SERVICES with our land, buildings, assets, investments and property taxes.



Like Comment Share



BCHD Over-Development
Public Comment - Recorded - 11/18/24 at 1106AM - Allcove is currently servicing 50% non-residents and has a 91% non-resident service area. Yet, BCHD is planning to cut RESIDENT SERVICES. We have a serious management failure at BCHD.



1m Like Reply

**Instead of Cutting Costs from the \$2.4M/YR
of Executive Payroll FAT – BCHD is FIRST
CONSIDERING \$600,000 in Cuts to Schools**

BCHD Board Meeting 5PM on Wednesday 11/20

**STEP IN NOW – OR – SCHOOLS LOSE
OUT TO FAT EXECUTIVE PAY @ BCHD!**

Key Changes & Budget Considerations Under Review

Staff will take the next 6 Months to make recommendations

Reimbursements	Youth Health Realignment	Future of allcove Beach Cities	Process for Major Budget Reductions
<ul style="list-style-type: none">Remove school service agreements (\$600,000)			



From: [REDACTED]

Sent: Monday, November 18, 2024 12:59 PM

To: opinion@scng.com

Subject: LTE: Little Wonder that BCHD's Measure BC was the only Bond Measure to Fail in Redondo Beach

For nearly a decade now, Beach Cities Health District has been terrorizing surrounding neighborhoods with a plan for a 103-foot tall, 792,000 square foot development. Unlike the current 300,000 square foot building cluster on the site, BCHD is planning to place its tallest buildings on the site perimeter next to homes. Currently, the tallest structures are visually minimized and located in the center of the 10-acre, publicly-owned parcel. What a difference nearly tripling the floor space, increasing the height, and locating new construction on the edge of the site would create for surrounding homes. It would be devastating to neighborhood character and property values.

BCHD has engaged in all sorts of disingenuous doublespeak since beginning its project. For example, in May of 2017 it committed to placing a buffer space around the new development - a ring of greenspace and then surface parking. This commitment was made to insulate residential neighborhoods from the negative impacts of commercial development and operation. Only two months later in July 2017, BCHD proposed building on the edges of the lot in huge scale that dwarfed the neighborhoods. Surrounding neighbors have good reason not to trust BCHD again.

The BCHD bond measure requested nickels and dimes compared to the other bond measures in the city. BCHD asked for \$30 million, while the City and school district requested, and received, \$371 million. The electorate's vote on BCHD was far more a vote of "no confidence" on the BCHD board and executives than it was a financial decision. Unless BCHD commits in writing (yet again) to building in the center of the site, limiting construction to a character compatible height, and placing ample buffer between residential neighborhoods and its commercial, third-party owned development, it will continue to face hurricane level opposition from the community.

[REDACTED]

From: [REDACTED]
Sent: Monday, November 18, 2024 7:00 PM
To: jbutts@cityofinglewood.org; Board Clerk <BoardClerk@metro.net>
Subject: Fast-track the La Brea BRT project

Hello,

Reaching out to express my support for moving ITC funds to a La Brea BRT project and fast-tracking it for the Olympics. Avoid eminent domain so we can skip CEQA. We need this!

Thank you,

[REDACTED], a Los Angeles public transit rider

From: [REDACTED]

Sent: Tuesday, November 19, 2024 1:25 PM

To: Communications <communications@bchd.org>

Cc: info <info@lalafo.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; Al.Muratsuchi@asm.ca.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; citycouncil@hermosabeach.gov

Subject: Public Comment - All Agencies - BCHD spending on Non-Resident Services

BCHD is currently spending an unknown amount of District Taxpayer asset and property tax revenues on Non-Resident services. BCHD refuses to even TRACK non-resident expenditures (per CPRA response from BCHD). The HLC proposes 80% to 95% non-resident services with 100% of damages and impacts to surrounding residents. It is clear that BCHD's financial issues are a self-inflicted wound. **PRIOR TO CUTTING ANY RESIDENT SERVICES - BCHD MUST FIRST CUT NON-RESIDENT SPENDING.** That includes allcove (50% non-resident services, 91% non-resident service area) and any other NON-RESIDENT costs and subsidies that BCHD is intentionally HIDING from the RESIDENT-TAXPAYERS.

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 19, 2024 2:18 PM

To: Communications <communications@bchd.org>

Cc: info <info@lalafo.org>; Eleanor Manzano <cityclerk@redondo.org>;
cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Holly
J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Board Clerk <BoardClerk@metro.net>;
Al.Muratsuchi@asm.ca.gov; citycouncil@hermosabeach.gov

Subject: Public Comment - all agencies next Board meeting - BCHD's attempt to mislead the City Council

As a personnel matter, BCHD is continuing to condone its Board Member Poster's attempt to mislead the City Council on October 1, 2024. BCHD must take affirmative action to remedy the false information and dismiss Poster.

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[REDACTED]

From: [REDACTED]

Sent: Sunday, November 17, 2024 4:51 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment 11/20-11/21 Meetings

Hello, my name is Harry Nazarian and I'd like to submit public comment for several meetings in this email. Let me know if I should send these separately or if this email is sufficient.

11/20 Planning and Programming: General Public Comment - We need automated heavy rail for the Sepulveda Transit project. It would be the fastest, safest, and most efficient option that would drive the highest ridership. It would provide a critically important connection to the D line and would allow for future high quality transit all the way to LAX in subsequent phases. To select any other alternatives would be a betrayal to the entirety of Los Angeles.

11/20 Construction: General Public Comment - We need better land use near major rail stations. We need denser mixed use development to both take advantage of our infrastructure and to increase ridership. For example, Van Nuys Blvd is the future site of the ESFV line yet the street is lined by parking lots and car dealerships on both sides. What is the point of a rail line that leads to car dealerships? We need to see more development and infill near all of our rail stations to make each station a destination in itself. We also need to see more bus only lanes throughout LA and stronger fare gates at all rail stations.

11/21 Finance: General Public Comment - Metro Micro is a colossal waste of money and resources. It only benefits a tiny subsection of the land area of Los Angeles, barely any people use it at all, yet it eats up a massive chunk of money. Even with cost cutting measures and outsourcing, Metro Micro is pointless and should be killed entirely and its funding should be made available for better bus service.

11/22 Operations: 29. Metro Micro Pilot Services - Metro Micro is a colossal waste of money and resources. It only benefits a tiny subsection of the land area of Los Angeles, barely any people use it at all, yet it eats up a massive chunk of money. Even with cost cutting measures and outsourcing, Metro Micro is pointless and should be killed entirely and its funding should be made available for better bus service.

General Public Comment - If we want to talk about safety and customer experience, we need to talk about stronger fare gates. Instead of wasting time and resources talking about alternatives to fare enforcement and abolishing fares, we need to institute better barriers to prevent fare evasion in the first place. Metro's own safety data shows that 93% of violent crimes were committed by fare evaders. If fare gates could reduce that incidence of violent crime at all, we should be pursuing it. We need to keep riders and staff safe. In addition to improving safety, fare gates would allow for increased revenue with less fare evasion. We should also be looking into platform screen doors to be added onto new rail stations and retrofitted onto older ones. Just a couple weeks ago, someone was pushed onto the tracks at an A line station. Luckily they weren't harmed but we need to be proactive in preventing this. When it comes to the Sepulveda project, it has the potential to become to busiest line in the entire system. To keep people as safe as possible, we need platform screen doors and the only way we can get that is with automated heavy rail like in alternatives 4 and 5.

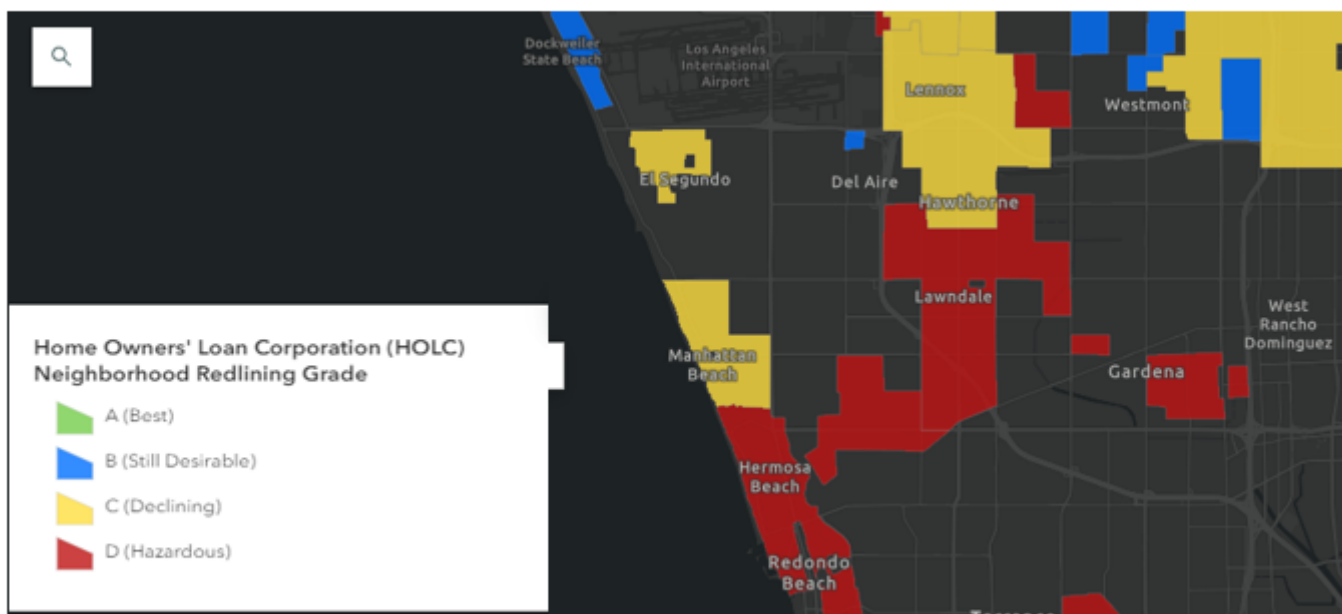
From: [REDACTED]
Sent: Tuesday, November 19, 2024 8:42 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>; Fernando Dutra <fdutra@cityofwhittier.org>
Subject: Construction Committee, November 20, Non Agenda

Good afternoon, Holly Osborne, retired engineer

At a recent committee meetings, one of the Directors said that **equity justice** as applied to projects meant that the Metro Board would not just look at whether an impacted city was considered disadvantaged today, but also **whether that city was redlined in the past**. Being redlined meant residents could not easily get loans to buy property, and build up generational wealth.

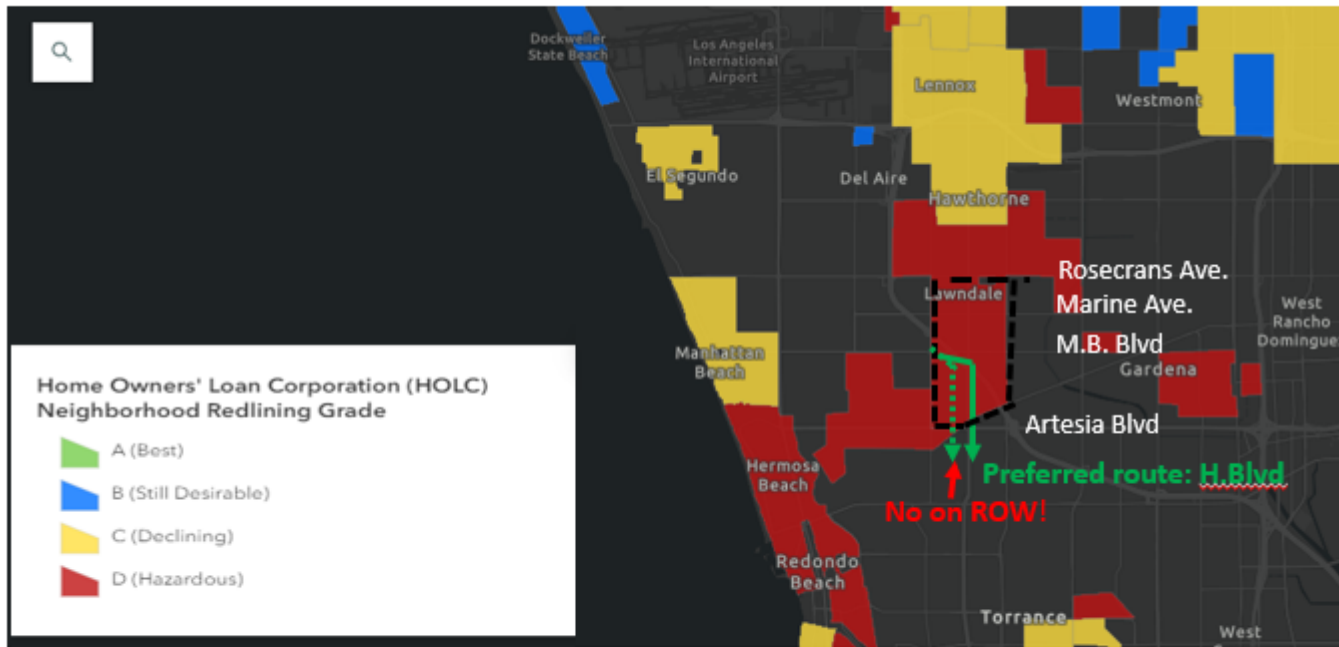
Here is a map, showing the redlined areas in the South Bay in 1939. Lawndale is smack dead center in the redlined area.

REDLINING AREAS (SOUTH BAY, 1939)



Here is the map again, Lawndale is outlined in black, and **the two proposed Green Line paths are sketched**. **The city of Lawndale prefers the solid line route down Hawthorne Blvd, a commercial area**, rather than the dashed line in the ROW, which goes through residences. Shouldn't Lawndale, the most impacted city, have a strong say as to which route is selected?

Two Metro Options: Both go through Lawndale Red-Lined areas*



* City of Lawndale (and Redondo, and Hawthorne) **prefer the Hawthorne Blvd Route.**

Not going down the ROW will preserve the most green space in their city, so important in this era of climate change.

When this comes up again for a vote, please choose the Hawthorne route for the Green Line. .

Thank you

From: [REDACTED]

Sent: Friday, November 22, 2024 7:14 PM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Al.Muratsuchi@asm.ca.gov; Board Clerk <BoardClerk@metro.net>; citycouncil@hermosabeach.gov; Noel Chun <noel.chun@bchd.org>; martha.koo@bchd.org; Michelle Bholat <michelle.bholat@bchd.org>; Jane Diehl <jane.diehl@bchd.org>

Subject: Public Comment - BCHD doesn't need more money - it needs FEWER EXECUTIVES

Public Comment - City Councils, Boards, Electeds

BCHD's \$2.4M per year executive BLOAT is far too much for such a small entity. 13 executives to manage 57 FTEs is gross incompetence. BCHD must be denied any additional revenue or tax proceeds until it goes on an EXECUTIVE DIET. STOP THE BLOAT!

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 27, 2024 4:19 PM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Al.Muratsuchi@asm.ca.gov; Board Clerk <BoardClerk@metro.net>; citycouncil@hermosabeach.gov; marc.wiener@redondo.org; Sean Scully <sean.scully@redondo.org>

Subject: Public Comment - All Agencies

Easy Reader News

FAR up close

Dear ER

Redondo Beach Community Development Director Marc Wiener will make a presentation to the City Council at its December 3 meeting regarding the floor area ratio (FAR) limits for Public-Institutional (P-I) land uses. The Planning Commission recommended a 0.5 FAR for all P-I land uses. The Council increased the land use intensity for two City-owned, public safety sites. Police and fire are essential services. If public safety requires denser development then they should be granted the higher FAR. The fire and police don't rent out their land or buildings. The fire and police provide the overwhelming majority of their services to the residents of the City.

Beach Cities Health District, however, is a non-essential, non-mandatory government entity. Over 95% of LA County has no health care districts, demonstrating the optionality of BCHD. BCHD currently seeks to be a real estate developer and lease out three acres of public land for private, for-profit development. According to BCHD's studies by MDS, developers like PMB LLC will build \$15,000 per month assisted living facilities for 80% non-residents of the District. To do that, BCHD wants a 1.25 (high density) FAR, even though it is not essential, like the fire and police departments.

Spot upzoning for BCHD is probably illegal, but BCHD plans to sue the City to get it. Over the past 5 years or so, BCHD has spent nearly \$3 million of our tax funds on legal fees for real estate development, and a total of about \$14 million on development consultants. Couple that with the \$600,000 that taxpayers paid for BCHD's failed Measure BC election and it's clear that BCHD has lost interest in health care and moved on to spending on executive salaries, lawyers, and real estate development.

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[REDACTED]

From: [REDACTED]

Sent: Monday, December 2, 2024 3:57 PM

To: Board Clerk <BoardClerk@metro.net>; Tim.Sandoval@pomona.gov; kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; HollyJMitchell@bos.lacounty.gov; Ara Najarian <anajarian@glendaleca.gov>; Sandoval, Timothy <SandovalT@metro.net>; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; Luke Klipp <lklipp@bos.lacounty.gov>; Fish, Bryan Bubba <BFish@bos.lacounty.gov>; Dave Perry <DPerry@bos.lacounty.gov>; doug.mensman@lacity.org; Justin Orenstein <jorenstein@bos.lacounty.gov>; Young-Gi Harabedian <ygharabedian@sgvcog.org>; sdelong@cityofwhittier.org; vgonmez@bos.lacounty.gov; jarrett.thompson@lacity.org; andrew.deblock@lacity.org; Tina Backstrom <tina.backstrom@lacity.org>; benjamin.feldman <bfeldman@bos.lacounty.gov>; Kidada Malloy <kidada.malloy@lacity.org>; ayoon@bos.lacounty.gov; Marisa Perez <mperez@gatewaycog.org>; Randall Winston <randall.winston@lacity.org>

Subject: Written Public Comment - December 2024 Board meeting - Item #9 and General Public Comment (Bike Share)

To the Metro Board,

I write on behalf of Move LA, a nonprofit advocacy organization that builds coalitions to win big on public transportation, affordable housing, and clean air.

Item #9

We wish to express our support for Item #9 on the NoHo to Pasadena Bus Rapid Transit Project. However, it is important that a Bus Rapid Transit Line have a dedicated lane throughout the entire alignment. We oppose the current proposed alignment through Burbank that includes mixed-flow through certain portions of the project. Move LA has built a coalition of labor unions, businesses, residents, and advocates in Burbank to support:

- Dedicated Bus Lanes through the entirety of Burbank
- Rebuilding the Olive Avenue Bridge with federal funding
- Realignment of the Downtown Burbank Stations to better serve bus riders

True BRT will have a positive impact on local jobs, both in construction and in retail and services along the corridor. As with much of our nation's infrastructure, the Olive Avenue bridge—built in 1958—has stood strong through the decades but now needs extensive upgrading, including a seismic upgrade and expansion, adding a dedicated BRT lane and a protected bike lane to create a safer environment for riders, bikers, pedestrians, and single-occupancy vehicles. This will decrease congestion, increase ridership, and allow for an easier transfer to Amtrak or Metrolink trains.

General Public Comment

We look forward to seeing the Metro Bike Share contract move forward in Q1 2025. We enjoy using the current system for commuter trips and first/last mile trips. We especially appreciate when we find an electric bike during the summer as we travel between meetings. Let's continue our forward momentum on Metro Bike Share by expanding stations to be located on Metro property, and expanded into South LA, along the Rail-to-Rail Project, into the San Fernando Valley, and to other key transit stations/stops as the system expands. We want to see a locally-based, unionized company operate this important first/last mile system and we hope to see the deployment of an all-electric bike fleet as soon as possible.

[REDACTED]

December 2024 RBM Public Comments – Item 9

From: [REDACTED]

Sent: Monday, December 2, 2024 3:57 PM

To: Board Clerk <BoardClerk@metro.net>; Tim.Sandoval@pomona.gov; kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; HollyJMitchell@bos.lacounty.gov; Ara Najarian <anajarian@glendaleca.gov>; Sandoval, Timothy <SandovalT@metro.net>; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; Luke Klipp <lklipp@bos.lacounty.gov>; Fish, Bryan Bubba <BFish@bos.lacounty.gov>; Dave Perry <DPerry@bos.lacounty.gov>; doug.mensman@lacity.org; Justin Orenstein <jorenstein@bos.lacounty.gov>; Young-Gi Harabedian <ygharabedian@sgvcog.org>; sdelong@cityofwhittier.org; vomez@bos.lacounty.gov; jarrett.thompson@lacity.org; andrew.deblock@lacity.org; Tina Backstrom <tina.backstrom@lacity.org>; benjamin.feldman <bfeldman@bos.lacounty.gov>; Kidada Malloy <kidada.malloy@lacity.org>; ayoon@bos.lacounty.gov; Marisa Perez <mperez@gatewaycog.org>; Randall Winston <randall.winston@lacity.org>

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[REDACTED]