



Public Comment for Item Not on the Agenda, 31 October 2024

STOP ENVIRONMENTAL RACISM

**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 HISTORICALLY
SEGREGATED PICO NEIGHBORHOOD VIOLATES FAIR
HOUSING LAWS, & Gov.Code§8899.50 AFFH**



October 29, 2024

October 31st 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 design”¹. *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 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 SELECTION 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.

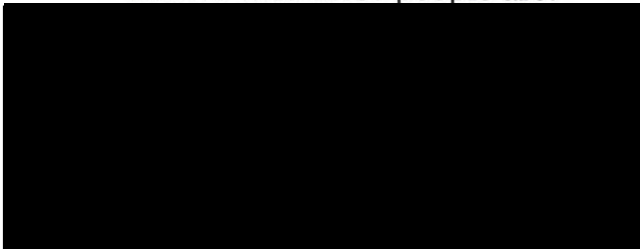
In the *Yonkers* court case the Court held, “While placing low cost housing in low income neighborhoods might have made perfect sense to an earlier generation of public housing officials, [Judge] Sand found it unjustifiable.”

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 Community Corp of SM 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 noticing 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.

JGC:jm

(Attachment: Enrollment Data)

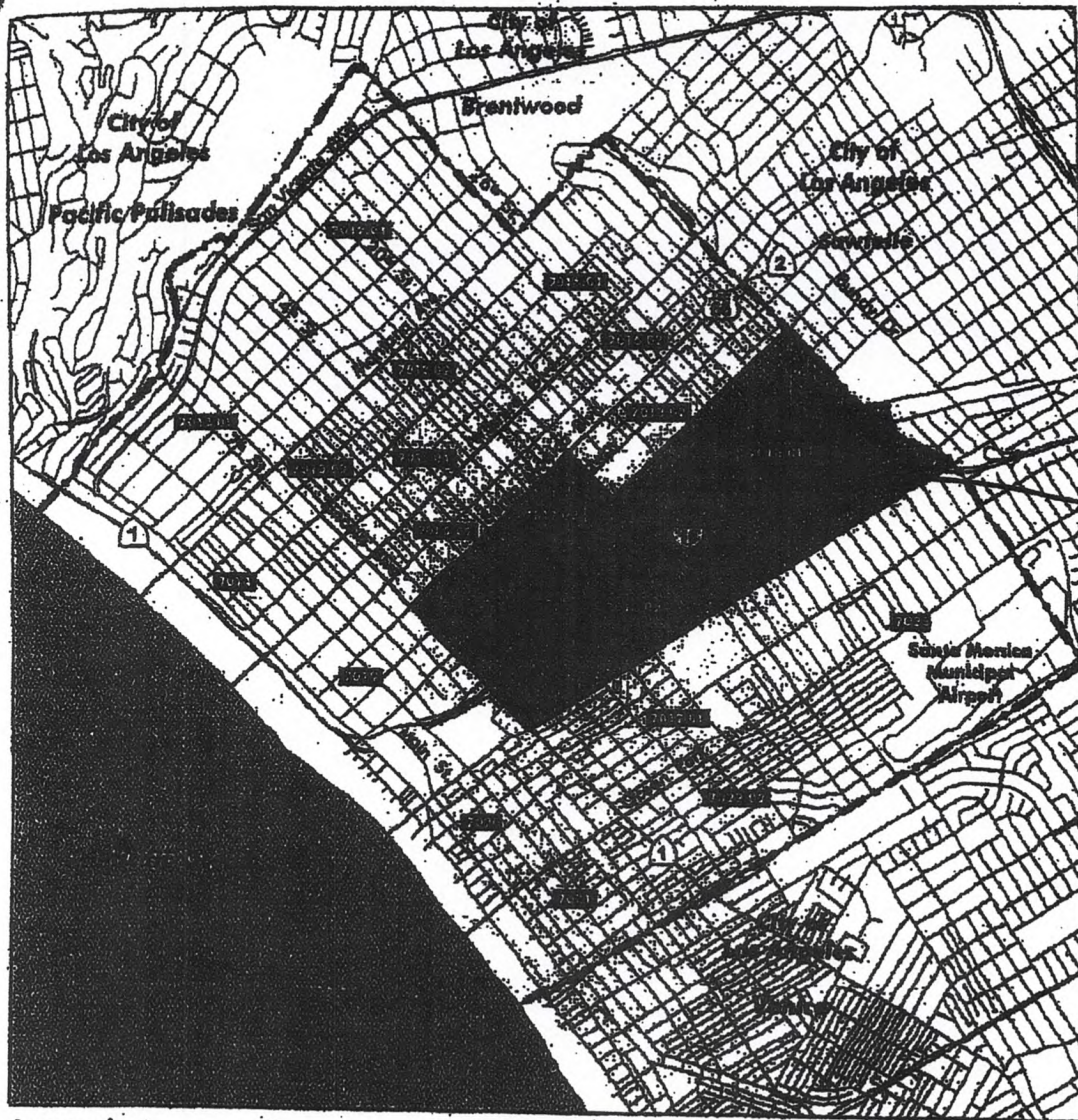
CONCLUSIONS AND RECOMMENDATIONS

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

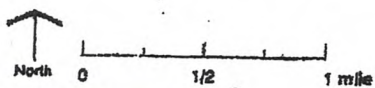
Racial & Ethnic Distribution
October, 2010

SCHOOL	MINORITY												WHITE		TOTAL	MINORITY			
	AMERICAN INDIAN ALASKAN NATIVE		ASIAN		PACIFIC ISLANDER		FILIPINO		HISPANIC		BLACK not of Hispanic Origin		Multiple or no Response			not of Hispanic Origin	Enrollment		
	N	%	N	%	N	%	N	%	N	%	N	%	N	%				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	25.200%
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%
SMASH 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%
SMASH 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	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%
Grades K-5																			
Middle Schools	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%
Grades 6-8																			
Secondary Schools	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%
Grades 9-12																			



Legend

- City Boundary
- Streets
- Census Tract Boundary
- 2012 63 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

Expert Blog

Cut Carbon and Toxic Pollution, Make Cement Clean and Green

If the cement industry were a country it would rank as the world's fourth largest GHG emitter.

January 18, 2022

Dr. Veena Singla (Alum)

Sasha Stashwick (Alum)

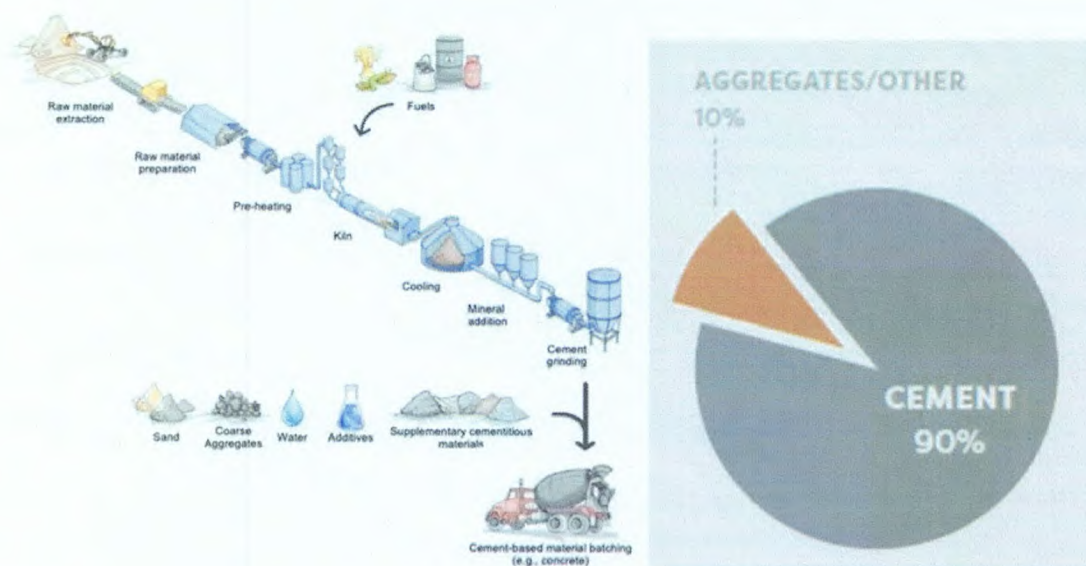


Figure 1. Left side shows process of concrete making and right side shows GHG emissions from concrete, of which 90% are from cement and 10% from aggregates and other inputs as well as quarrying, transport, and preparation of raw materials. | Source: *Carbon 180*

Decarbonizing cement plants is a critical part of reaching our climate goals. Cement is a key ingredient in concrete, which is the most widely used manmade material on the planet, and has few, if any, viable alternatives. Cement is incredibly dirty to produce: while it only constitutes 10-15% of concrete's mass in a typical mix, it accounts for up to 90% of its greenhouse gas (GHG) emissions (Figure 1).

If the cement industry were a country it would rank as the world's fourth largest GHG emitter, just behind China, the U.S., and India, responsible for roughly 7-8% of global CO₂ pollution (Figure 2). Unless we take steps to decarbonize cement, this number is likely to increase as demand for concrete continues to grow.

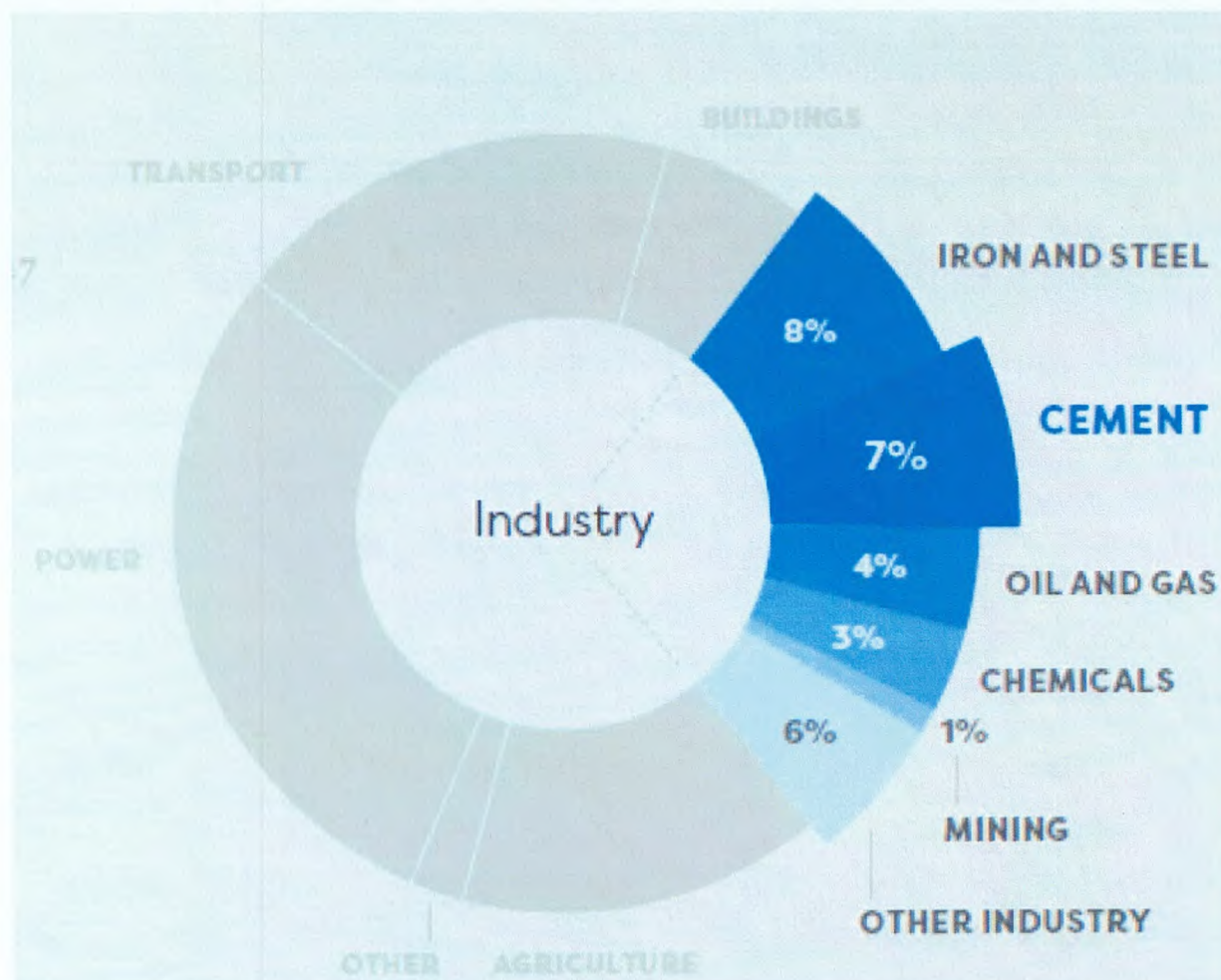


Figure 2: Share of global CO₂ emissions that come from cement production (2017 data). | Source: McKinsey

Making cement also emits a lot of dangerous air pollution

<<https://pubmed.ncbi.nlm.nih.gov/30471502/>> that's linked to an array of health harms

<<https://www.nrdc.org/experts/avinash-kar/big-step-toward-cleaner-cement>>; the cement industry is the third largest source <<https://www.epa.gov/enforcement/cement-manufacturing-enforcement-initiative>> of industrial air pollution such as sulfur dioxide, nitrogen oxides (NO_x) and carbon monoxide.

Put simply, cleaning up the cement industry is critical to achieving our climate and health goals. But unlike the internal combustion engine, cement has no readily available replacement that can scale quickly enough to meet the imperatives of the climate

emergency. Therefore, while reducing and substituting Portland cement using existing and emerging alternatives can and must be a priority, our dependence on the material will not only continue but likely grow in the coming decades—the timeframe most critical to climate action—as urbanization and infrastructure renewal ramp up. This makes it essential that we support innovation that ensures cement makers adapt to a clean future.

The good news is that momentum is growing in states and federally

<https://www.nrdc.org/experts/sasha-stashwick/2021-saw-real-momentum-clean-materials-procurement>, as lawmakers seek smart approaches to curb emissions from cement production and leverage the government's purchasing power to grow markets for cleaner alternatives. Industry carbon neutrality commitments and roadmaps <https://www.cement.org/sustainability/roadmap-to-carbon-neutrality> are also proliferating. While some of the decarbonization strategies some cement manufacturers embrace are highly problematic from an environmental and/or health perspective, it suggests the industry knows it must articulate a plan to tackle emissions.

As these efforts move forward, a critical principle NRDC is advocating for is that **reducing carbon pollution from cement must not come at the expense of local pollution.**

Why making cement is so carbon intensive: combustion and process emissions.

Two aspects of the Portland cement manufacturing process account for the vast share of its carbon footprint. Cement is overwhelmingly made by burning fossil fuels like coal and petcoke in cement kilns—akin to large furnaces—to heat limestone (raw material) to very high temperatures (~2,640°F/1,500°C). The heat induces a chemical reaction that transforms the limestone into clinker, which is then ground together with gypsum to form cement. Emissions from fuel burning are responsible for ~40% of the lifecycle CO₂ emissions in cement (often referred to as the embodied emissions) (Figure 3). The other ~60% are the result of an unavoidable chemical reaction (calcination) that occurs when the limestone is heated, which releases CO₂ from calcium carbonate in the limestone.

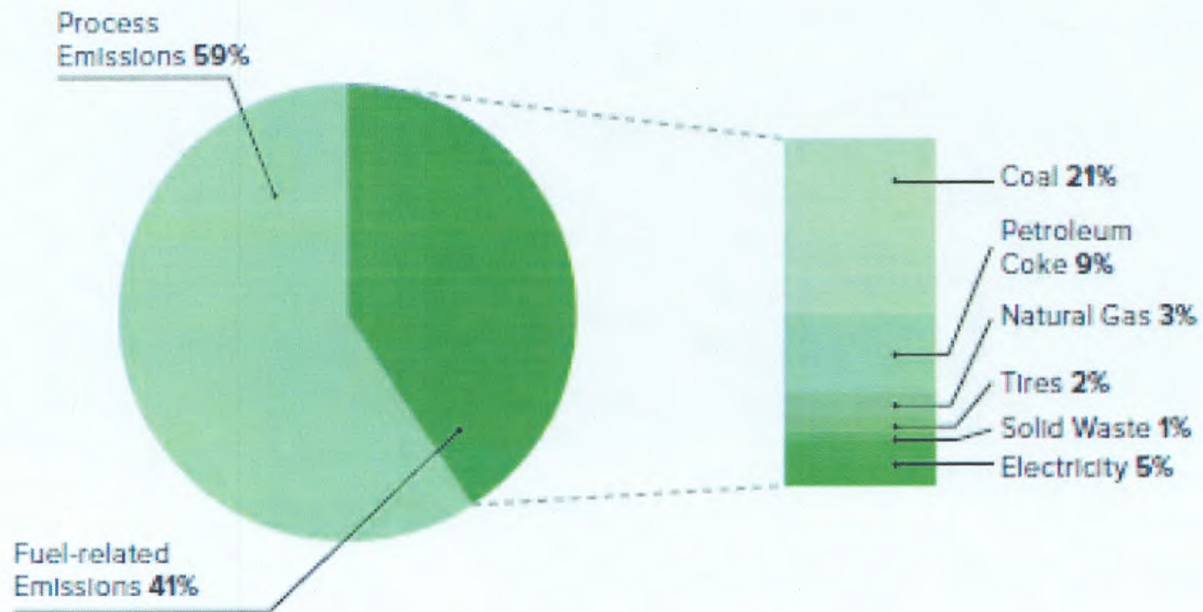


Figure 3. Sources of CO₂ emissions in California's cement industry in 2015. | Source: Global Efficiency Intelligence

Hazardous pollutants including criteria air pollutants <https://www.epa.gov/criteria-air-pollutants> and mercury are also released in both fuel-related and process-related emissions. These pollutants are linked to premature death, neurological problems, asthma, and other respiratory diseases.

Some alternative fuels promoted by industry come at an unacceptably high cost to communities.

Among the levers frequently cited for decarbonizing the cement industry is switching to solid waste fuels to displace fossil fuels in cement kilns. Unfortunately, these alternatives—often designated 'low carbon,' by the cement industry—include plastic

<https://www.reuters.com/investigates/special-report/environment-plastic-cement/> and solid waste, such as tires (sometimes referred to as "tire derived fuel"), which emit highly dangerous, toxic pollution.

Regardless of what is being burned, waste incineration creates and/or releases harmful chemicals and pollutants https://www.no-burn.org/wp-content/uploads/pollution-health_final-nov-14-2019.pdf, including air pollutants, such as cancer-causing benzene, PFAs, dioxins, and particulate matter <https://www.nrdc.org/onearth/particulate-matters>, and heavy metals, such as lead

<https://www.nrdc.org/stories/everything-you-need-know-about-lead> and mercury

<https://www.nrdc.org/resources/minamata-convention-mercury-contents-guidance-and-resources>, which cause neurological diseases, as our colleagues discuss here <https://www.nrdc.org/experts/daniel>

rosenberg/burned-why-waste-incineration-harmful>. These chemicals and pollutants enter the air, water and food supply near incinerators and get into people's bodies when they breathe, drink, and eat contaminants.

Communities have fought toxic pollution <<https://earthjustice.org/news/press/2013/communities-ask-court-for-protection-from-toxic-air-pollution>> from cement plants for decades, and NRDC has maintained <https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/comments/6_23_08_nrdcetc.pdf> that lowering carbon emissions can and must be accomplished without increases in toxic pollution. For these reasons, NRDC is opposed to powering cement kilns with fuels that release toxic pollution, including plastics and other wastes, as a decarbonization solution.

A key solution for decarbonizing cement is burning less of *anything*.

In addition to rejecting a shift to other toxic fuels, the status quo of burning gas and coal is also toxic. That's why NRDC is advocating to:

1. Use less cement—for example, by reducing the overspecification of cement in concrete mixes and encouraging the use of supplementary cementitious materials like ground glass pozzolans to partially replace cement in concrete mixes;
2. Make cement kilns more efficient so they require less fuel; and
3. Ultimately transition to truly cleaner fuels—for example, electrification from renewable sources <<https://grist.org/article/this-company-wants-to-make-steel-and-cement-with-solar-power-heres-how/>> if and where possible, as well as green hydrogen <<https://www.nrdc.org/experts/rachel-fakhry/green-hydrogen-lets-get-it-right-start>>.

In addition, NRDC supports policies to ensure cement plants can access a suite of advanced technologies to zero out their emissions, including carbon capture, utilization, and storage options, as we discuss here <<https://www.nrdc.org/experts/sasha-stashwick/carbon-capture-concrete-could-one-day-be-carbon-sink>>. Carbon capture in cement is not a way to prolong combustion of dirty fossil fuels that can be replaced, but a way of addressing the largest share of process emissions that cannot otherwise be abated for a material we rely on.

Waste incineration is neither a good way to reduce climate pollution from cement, nor to deal with plastic waste streams.

Real solutions to managing plastic waste must focus on reducing waste at the source, manufacturing less plastic, and using effective and proven methods of mechanical and organics recycling—not incentivizing incineration of these materials.

NRDC advocates four areas of focus to reduce plastics pollution:

1. Eliminate problematic and unnecessary plastics, such as single-use plastics;
2. Innovate and scale up reuse and refill models;
3. Create non-toxic materials to replace fossil-fuel derived plastics; and
4. Scale up proven mechanical recycling or composting solutions.

Model cement and concrete decarbonization policies should reduce GHGs *and* toxic pollution.

Because state and federal governments are such large purchasers of concrete, public procurement policies are a powerful way to build demand for low carbon concrete—and, by extension, to incentivize using less and less carbon-intensive cement. Multiple state legislatures have passed or are actively debating low carbon concrete procurement laws for state-funded construction projects, including California, New York, New Jersey, Colorado, and Virginia. A key principle in this work should be to prohibit cement produced with dirty fuels from being included in state low carbon concrete specifications—in other words, from receiving ‘green’ credit for changes that may reduce GHG emissions but increase local air pollution.

But demand-side procurement policies are not the only lever available to policymakers committed to tackling the climate and public health impacts of the cement industry. NRDC will continue to advocate for a package of policies that includes incentives to reduce embodied carbon emissions in final concrete mixes; standards to directly decarbonize the cement industry on a trajectory consistent with state and national climate targets; and mandates to prevent increases in harmful pollution.

For example, in 2021, California enacted a new law <<https://www.nrdc.org/experts/alex-jackson/california-enacts-legislation-slash-cement-emissions>> that not only focuses on achieving net-zero GHG emissions associated with cement used within California no later than 2045, but also requires improvement in air quality and support for economic and workforce development for communities near cement plants. Other climate leadership states like New York should follow suit this year—demonstrating the win-win of climate and public health benefits.

RELATED ISSUES:

Industrial Production <<http://nrdc.org/issues/industrial-production>>

Toxics <<http://nrdc.org/issues/toxics>>

Equity & Justice <<http://nrdc.org/issues/equity-justice>>

RELATED BLOGS

Heavy Industry at Critical Juncture for Community Engagement

<<http://nrdc.org/bio/dharma-santos-santiago/heavy-industry-critical-juncture-community-engagement>>

June 21, 2024 • Expert Blog • United States • Dharma Santos-Santiago, Batoul Al-Sadi

An influx of federal funding makes industrial decarbonization ripe for effective community engagement.

Support Our Work

\$35

\$50

\$75

\$100

\$200

Other

Donate

Join Us

When you sign up, you'll become a member of NRDC's Activist Network. We will keep you informed with the latest alerts and progress reports.



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Supervisor Hilda Solis
500 W. Temple Street
Room 856
Los Angeles, CA 90012

Via email: FirstDistrict@bos.lacounty.gov

Re: Ensure student safety at Dahlia Heights Elementary (NoHo-Pasadena BRT project)

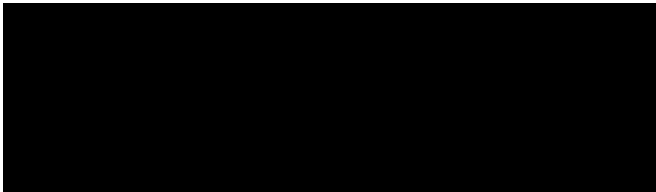
Dear Supervisor Solis:

As both our Supervisor and Metro Board representative, the Dahlia PTA requests you and the Board to instruct Metro's own staff as well as its engineering contractors to commit to meetings with Dahlia Heights Elementary (an LAUSD school) and our PTA to ensure that the safety of students and families is prioritized as part of the NoHo-Pasadena BRT project. Since the Metro Board's adoption of this project, there has been no formal communication from Metro to our school community about how the construction-related and permanent changes to Colorado Boulevard will be mitigated to ensure safe access to and from school for our students and families.

Dahlia Heights Elementary is located directly on Colorado Boulevard and as such, our school community will be heavily impacted by both the project's construction and on-going operation. Virtually all of our students and parents will be affected by modifications to the current pedestrian and vehicular routes and routines our families take to and from Dahlia on a daily basis. That is why it is imperative that this location and series of intersections be prioritize by staff and Metro's engineering consultants as part of their design-process prior to construction commencing; specific examples of project changes that will definitively alter (positively and negatively) our current routes and routines are:

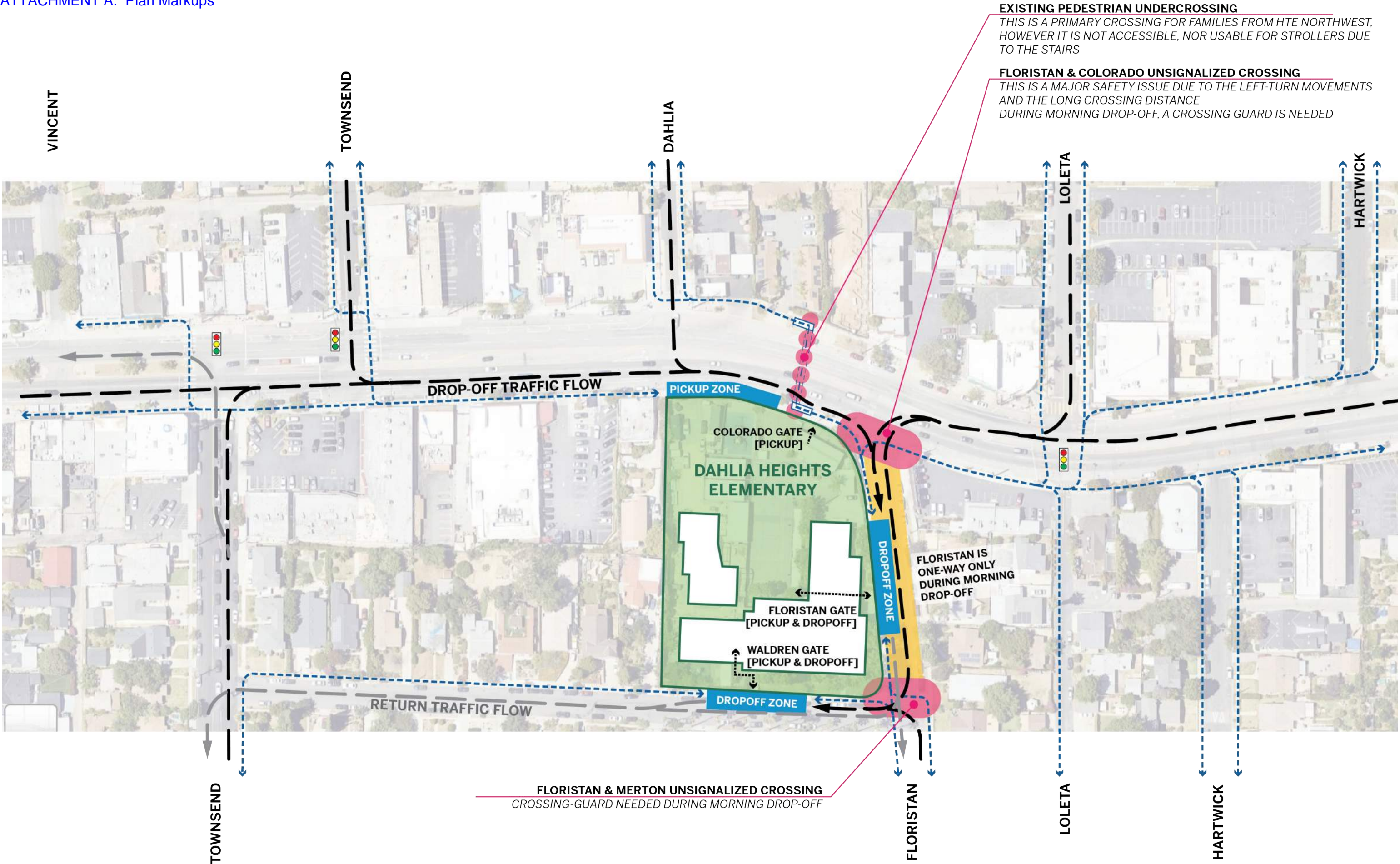
1. *New traffic signal at Dahlia Drive & Colorado*—this will greatly improve safety for families crossing from the Northwest and will create a safe, accessible route for families with strollers or those who do not feel able or comfortable using the existing undercrossing.
2. *Crosswalk upgrades at Loleta & Colorado*—these will improve safety for families crossing from the Northeast.
3. *New medians on Colorado Boulevard at Floristan*—this will impact our pickup and drop-off most significantly:
 - a. For the vehicular pick-up and drop-off, eliminating left-turns will change parents' traffic patterns and routes to school
 - b. For pedestrians, the elimination of left-hand turns will make the crosswalk safer.
4. *Protected bike lanes on Colorado*—These will be a huge benefit for our families that bicycle to and from school, however the revised striping on Colorado will reduce (or eliminate) the ability for the Colorado Boulevard gate to be used for after-school pickup. This means that Metro and its engineers need to pay special attention to ensuring that the Floristan and Waldren gates have increased capacity for afternoon pickup.
5. *Other side-street impacts*—Metro's 12/29/23 Preliminary Engineering Report references options for locating project elements on side streets like ADA parking (p. 35); due to the ongoing, long-term needs for safe pickup and drop-off at Dahlia Heights, any use of the surrounding streets on Dahlia, Floristan, Loleta, and Waldren needs to be carefully coordinated with school operations.

The Dahlia PTA has supported this project for years (see our attached letter) in large part because it will change the current traffic patterns and will both make significant pedestrian upgrades to the Dahlia, Floristan, and Loleta intersections while also reducing the speed of traffic on Colorado. We want this project to be a success for everyone and in order to do that, we need Metro and its engineers to partner with us to ensure that the safety of our students and families is prioritized during and after construction.



cc: Metro Board boardclerk@metro.net
Jamie Cabrera (1st District Field Deputy) JCabrera@bos.lacounty.gov
Nate Hayward (Council District 14) nate.hayward@lacity.org
Boardmember Jackie Goldberg (LAUSD District 5 /Sharon Delugash, Chief of Staff)
sharon.delugach@lausd.net
Principal Kristin Shaw (Dahlia Heights Elementary) kmp6283@lausd.net
Stephen Corona (Metro) CoronaS@metro.net
Michael MacDonald (TERA) treasurer1@tera90041.org

Attachment: Plan markups – existing circulation and 12/19/23 PE Report plan
Dahlia PTA NoHoPas BRT support letter dated 12/1/2020



Dahlia Heights Elementary: Existing Drop-Off & Pick-up Circulation Patterns (Pedestrian & Vehicular)

VINCENT

TOWNSEND/COLORADO & DAHLIA/COLORADO SIGNALS
INTERSECTIONS NEED TO ALLOW U-TURNS FOR VEHICULAR
DROP-OFF FROM THE EAST

FLORISTAN & COLORADO UNSIGNALIZED CROSSING
WITH THE ELIMINATION OF LEFT-TURNS, THE INTERSECTION GEOMETRY SHOULD BE MODIFIED FOR SHORTER, SAFER PEDESTRIAN CROSSINGS (GOAL SHOULD BE TO REMOVE THE NEED FOR A CROSSING GUARD)

COLORADO GATE CLOSURE
THE ELIMINATION OF PARKING TO THE WEST
WILL MAKE THIS GATE MORE CHALLENGING
FOR PARENT PICKUP. ADDITIONAL CAPACITY
WILL BE NEEDED ON FLORISTAN TO MITIGATE
OR REPLACE THIS DISCHARGE LOCATION

DAHLIA HEIGHTS ELEMENTARY

**FLORISTAN GATE
[PICKUP & DROPOFF]**

WALDREN GATE
[PICKUP & DROPOFF]

FLORISTAN & MERTON UNSIGNALIZED CROSSING
SAFETY UPGRADES NEEDED (GOAL SHOULD BE TO MAKE THIS
SAFE ENOUGH TO ELIMINATE THE NEED FOR A CROSS-GUARD)

Dahlia Heights Elementary: Changes to Current Drop-Off & Pick-up & Issues per 12/20/23 Preliminary Engineering Report

Request for Metro Engineering Coordination | NoHoPas BRT Project | September 30, 2024

Dahlia Heights PTA **2**



Councilmember Kevin De Leon
Council District 14
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

RE: Colorado Boulevard Safety & Metro's BRT improvements

Dear Councilmember De Leon,

On behalf of all of the students at Dahlia Heights Elementary, the PTA requests that you, your staff, and the rest of the City Departments require Metro to restudy and revise their current engineering plans for the NoHo-Pasadena Bus Rapid Transit (BRT) project options. With your leadership, we believe that the following three key issues can all be resolved and the project made better for all of the Dahlia community, the Eagle Rock neighborhood, and all Angelenos:

1. Safety must be a priority and any project must demonstrate that it makes Colorado safer for all users. That includes pedestrians, cyclists, vehicular passengers, and transit riders; our students and parents all use Colorado and they do so using all of those modes of transportation.
2. 35mph must remain the speed-limit. Colorado has a longstanding problem with speeding and any project must ensure that the actual, verifiable, and enforceable speed-limit permanently remains at 35 mph and does not continually creep up due to state law.
3. The City of LA and its departments must require Metro to fully implement the Mobility 2035 plan which was intended to make our streets safer, greener, and more hospitable to all residents. It is the scant minimum for the City to expect that all agencies work towards our common municipal goals and plans for projects of this scale and significance.

We are concerned that the current options proposed (and in particular the current side-running option) will actively make the Boulevard more-dangerous because of the following project elements and omissions shown in their design-drawings:

- The elimination of the existing, buffered bike-lanes
- The reintroduction of a 3rd vehicular lane in each directions which will make drivers perceive the street as a wider, high-speed thoroughfare and thus drive up traffic speed.

- A “traffic-first” approach for their preferred Side-Running options which makes no effort to modify or eliminate existing unsafe conditions (such as un-controlled left-turns) even in those stretches of the Boulevard that do not have raised medians.
- No additional or extended dividing medians or protected crossing pockets for crosswalks. This will make just crossing the Boulevard even more treacherous than it already is for neighbors of all ages.
- No evidence of crosswalk enhancements or comprehensive traffic calming measures.

The PTA has reviewed the Community-Based Compromise Concept for the Boulevard and we believe that it is an excellent launch-point for the City council and LADOT to take the technical lead in responding to Metro’s unacceptably sparse options. We believe that this is not only a starting point for enhancing safety, but also to make the project work better for transit users and the entire Angeleno populace. By providing additional medians and locating the bus-lanes adjacent to them, we have the opportunity to not only make the street safer for users, but also to remove the types of obvious conflicts such as parallel parking cars which will adversely affect both the travel time and the graciousness of the riders’ experience.

In closing, the BRT project will be the largest and most-visible public-investment in Eagle Rock since the construction of the 2 and 134 freeways. The Dahlia community and the larger neighborhood understandably expect that at its completion, not only will the project fulfil its functional specification but that it will also enhance our neighborhood’s livability. Most of our families and children are residents of CD14, so as your constituents we thank you for your time and attention to this issue.

[REDACTED]

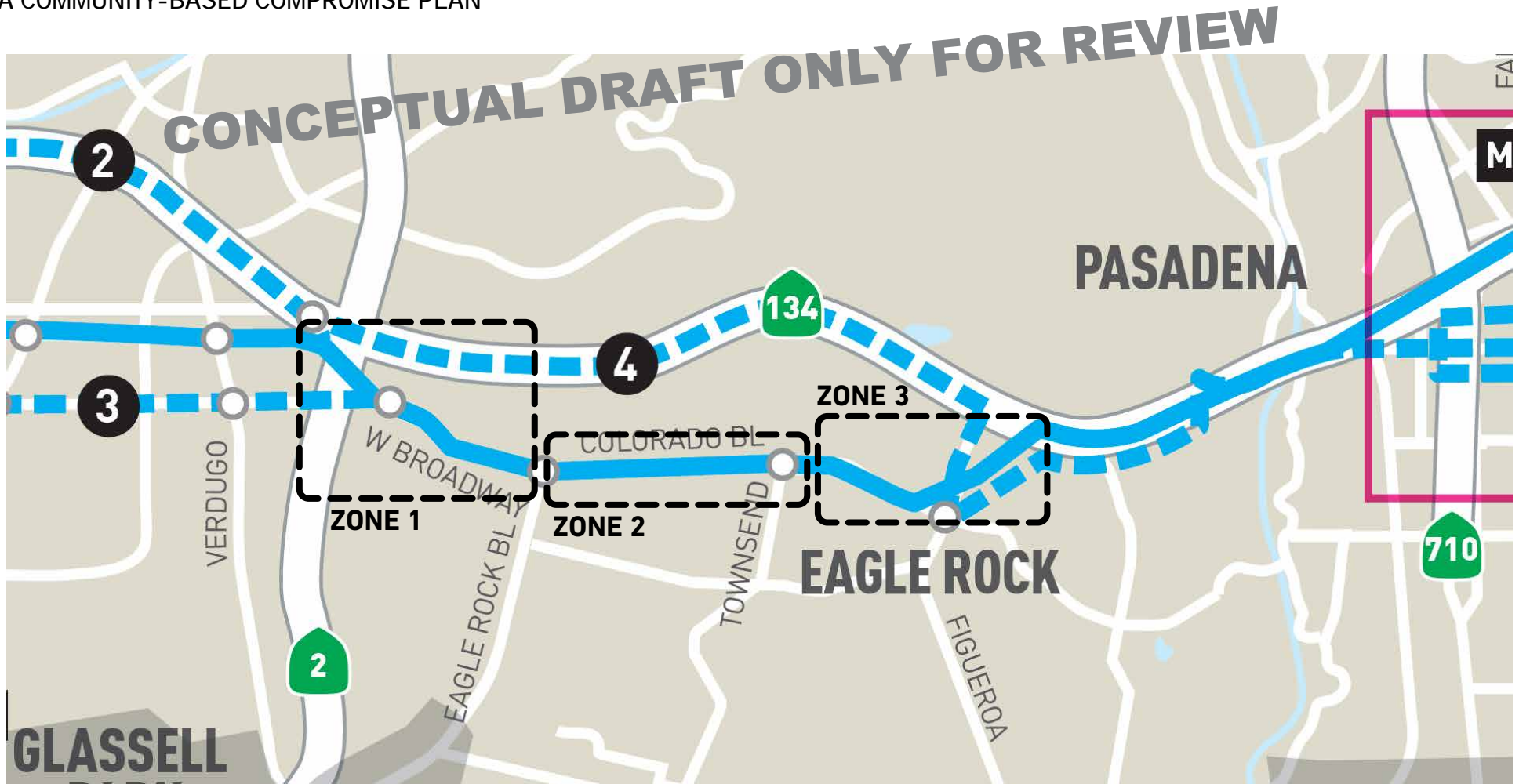
[REDACTED]

[REDACTED]

[REDACTED]

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN



ZONE 1: Community Connector
Glendale Border to Eagle Rock Blvd.

2 dedicated bus lanes
4 vehicle lanes (East of Broadway)
2 dedicated bike lanes
planted medians
street parking/curb extensions

ZONE 2: Downtown Eagle Rock
Eagle Rock Blvd. to Dahlia

2 dedicated bus lanes
2 vehicle lanes
2 elevated protected bike lanes
existing 16' planted medians
street parking/curb extensions

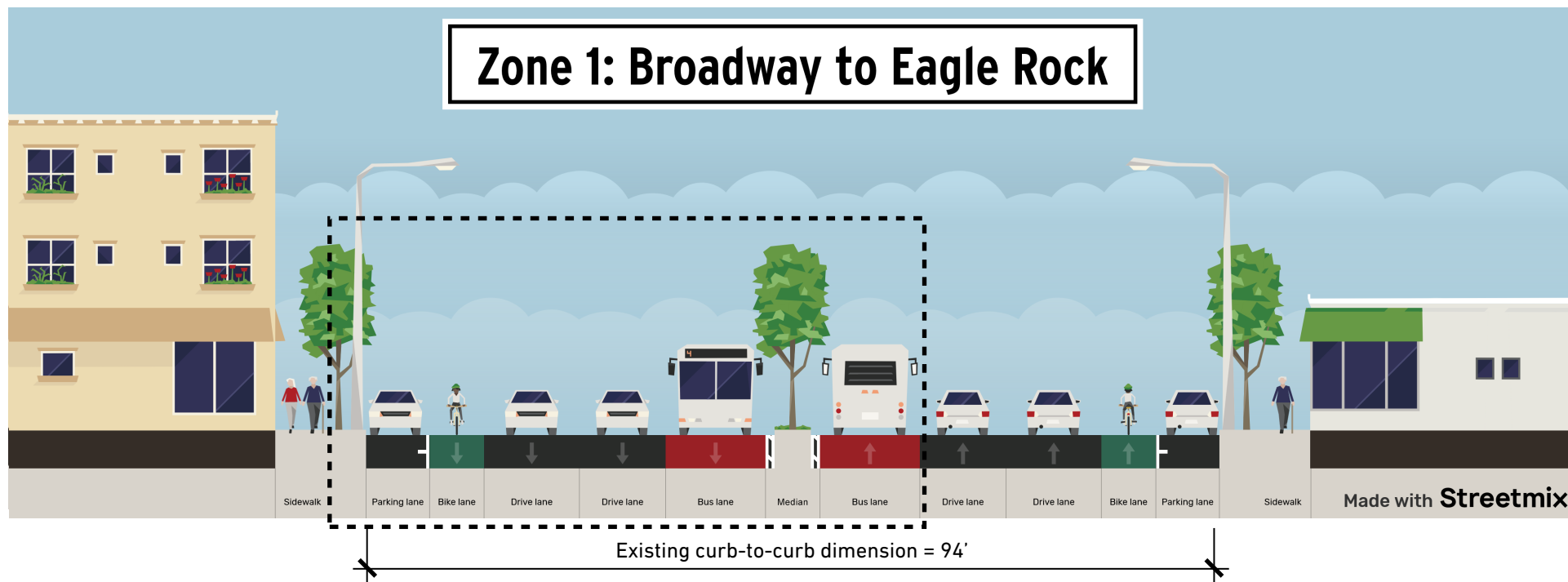
ZONE 3: Business & Community Access
Dahlia to Linda Rosa/134 Fwy

2 dedicated bus lanes
4 vehicle lanes (approaching 134 Fwy)
2 protected bike lanes
planted medians
street parking/curb extensions

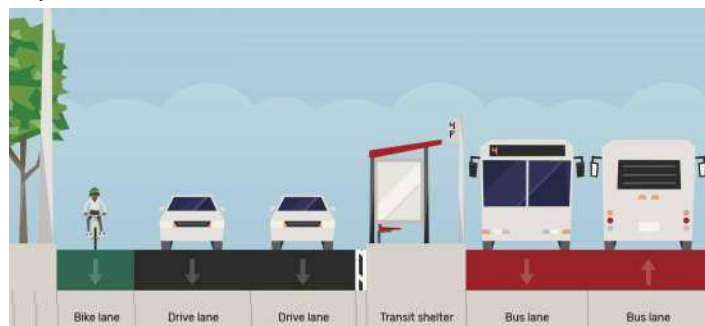
THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Layout at BRT station

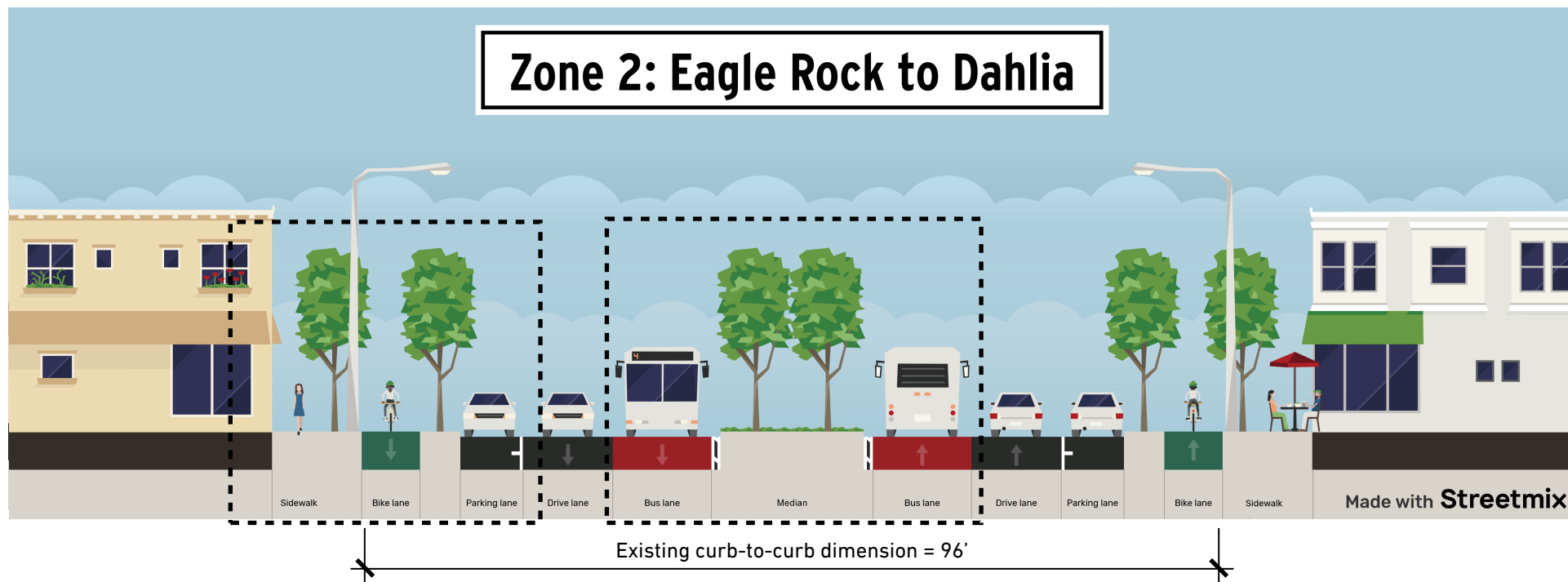


- Maintains car lanes
- Unprotected bike lanes that could be upgraded where street parking is not needed
- New planted median

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Outdoor dining option (either side)



Median layout at staggered BRT station



- Improved safety at central business district
- Maintains/upgrades existing planted medians
- Upgrades bike lanes to protected
- Provides additional locations for trees/shade
- Options to use curbside parking for outdoor dining/retail areas

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Outdoor dining example

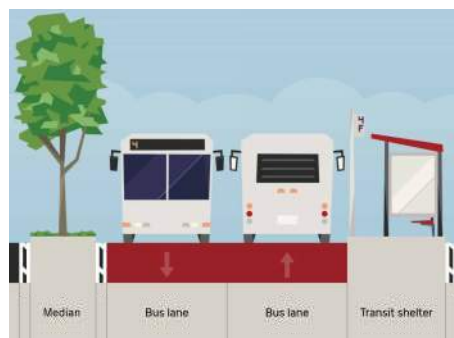


Raised bike lane example

Outdoor dining - North side



Median layout at BRT station



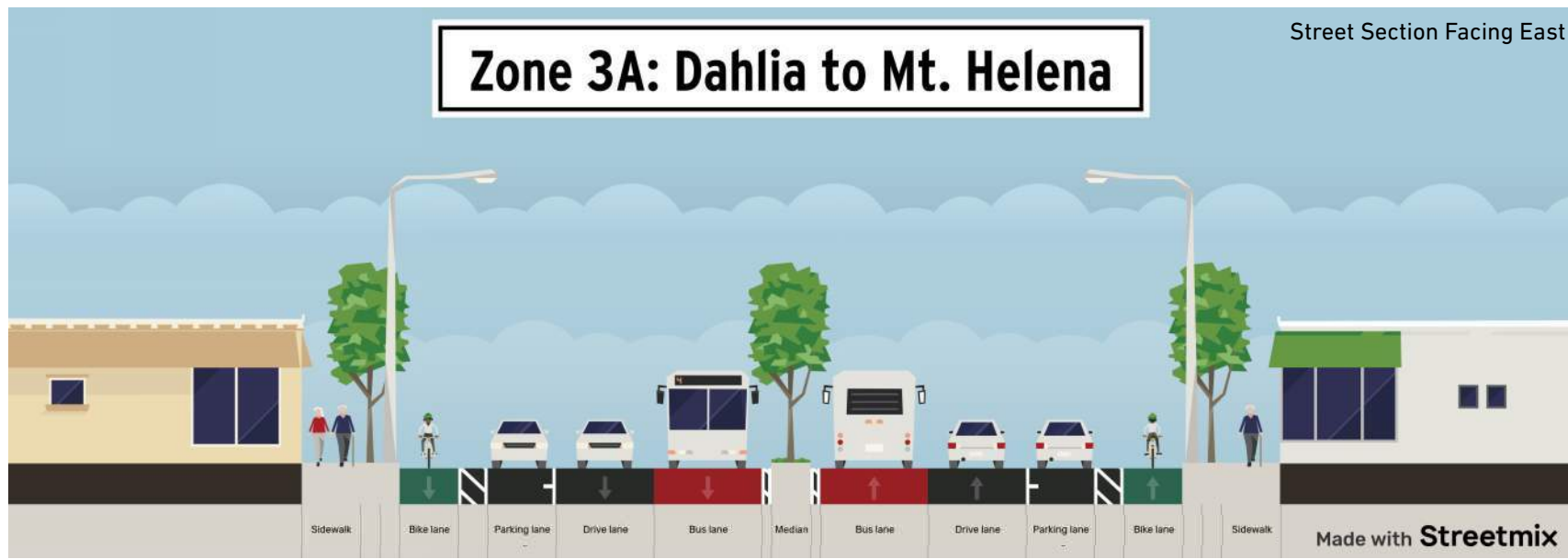
Outdoor dining - South side



THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



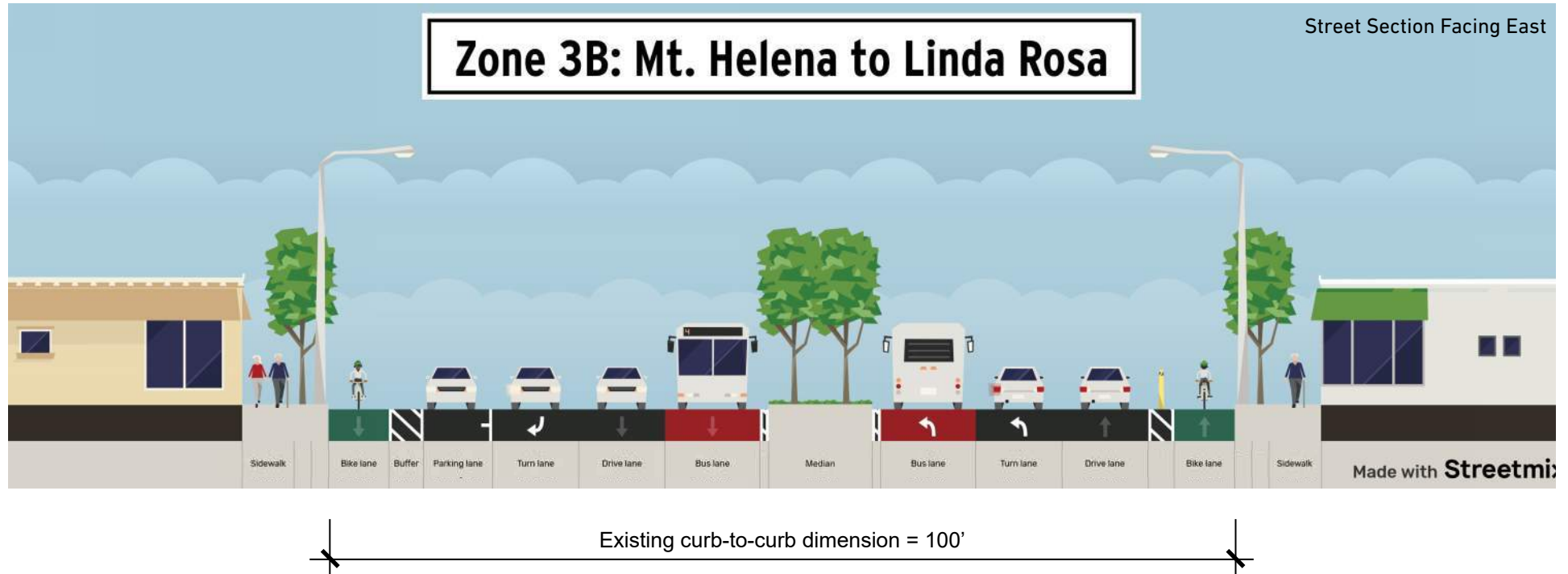
Existing curb-to-curb dimension = 80'

- Upgrades bike lanes to parking protected
- New planted medians

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW

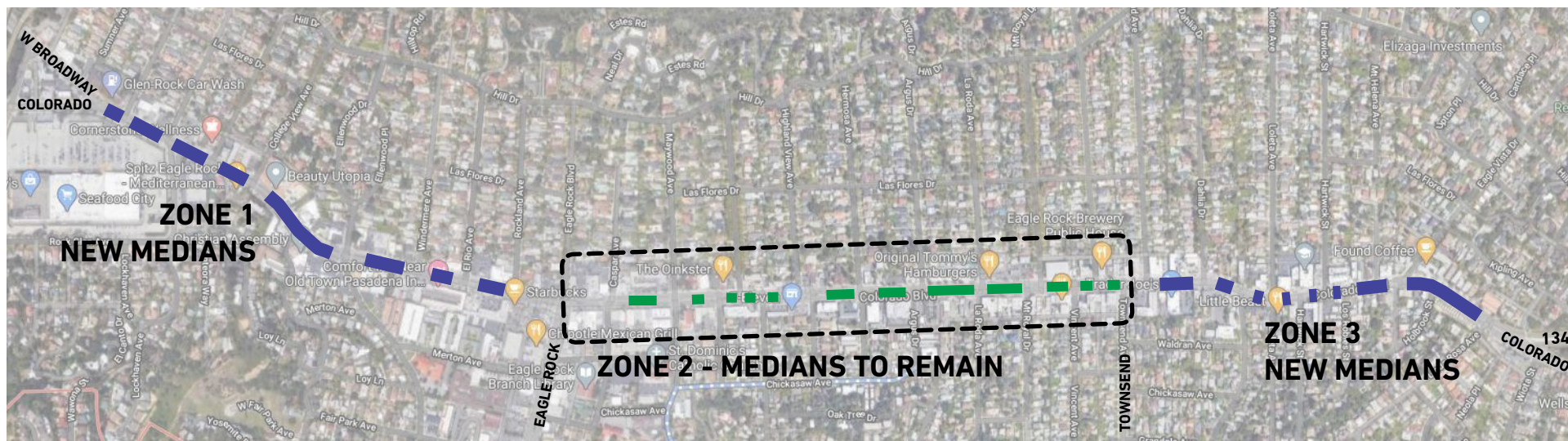


- Maintains car lanes at 134 Fwy onramp/ offramp
- Upgrades bike lanes to protected
- New planted medians

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



ZONE 1: New Medians

Glendale Border to Eagle Rock Blvd.

Approx. 8 new medians added

ZONE 2: Existing Medians


Eagle Rock Blvd. to Dahlia

Medians to be maintained/upgraded

ZONE 3: New Medians

Dahlia to Linda Rosa/134 Fwy

Approx. 8 new medians added



October 25, 2024

Metro Board Member Karen Bass
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Southeast Gateway Line Phase 2

Dear Mayor Bass and the Metro Board of Directors,

My name is Dr. Drew Furedi, and I am the President and CEO of Para Los Niños (PLN). At PLN, we are proud to serve, uplift, and empower Los Angeles marginalized children and families through our holistic approach. We currently have 16 sites across the city that provide opportunities ranging from early education centers to two schools, an elementary and a middle school, as well as two youth workforce centers. At each site, we strive to support every student and family with comprehensive supports—knowing that the community around them plays a critical role in helping them reach their full potential.

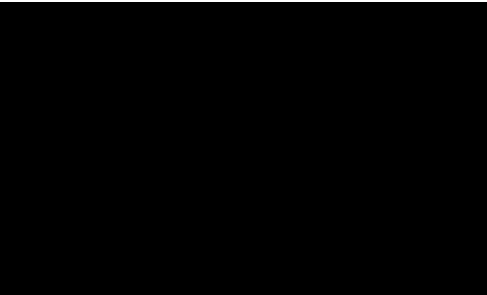
Through this work, we serve the Downtown Los Angeles communities, and we know that policy decisions have a direct impact on PLN students and their education. Our Charter Elementary School is located at 1617 E. 7th St. Within walking distance of this site is Alameda Street—the main thoroughfare in which the proposed Southeast Gateway Line will travel. The proximity to our school means that this line must be built with our students and their family's best interests in mind.

From a school safety and community building perspective, this line must be built underground. Our students cross Alameda Street every day and we want to make sure that they can arrive safely. An above-grade line threatens this safety while also increasing traffic and noise, and physically dividing Downtown's neighborhoods.

Proper transit planning connects communities, rather than dividing them. Anything above-grade would reinforce historical redlining practices that are responsible for many of the inequities we see through the lived experiences of our students today.

Fortunately, since the Southeast Gateway Line's inception, it was always planned to be built underground through Downtown Los Angeles – and we strongly support keeping it that way.

We also commend Metro's efforts in finding creative ways, such as through value capture, to fund this line. Cost should never be a reason to sacrifice the safety of our communities, especially of our students.



October 2024 RBM General Public Comment

[REDACTED]
Date: On Tuesday, October 22nd, 2024 at 3:55 PM
Subject: Public Comment for 10/23 Special Board Meeting
To: boardclerk@metro.net <boardclerk@metro.net>

Meeting Name: Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee
Meeting Date: 10/23/24 Agenda Number: 5. SUBJECT: PARIS 2024 LESSONS LEARNED REPORT

On September 20, 2024, I submitted a public records request seeking basic financial information regarding Metro's delegation to the 2024 Paris Olympic and Paralympic Games. Specifically, I requested details on how many employees Metro sent, the total expenses incurred, the number of hotel nights covered, and a log of any gifts received by employees. As it stands, Metro has failed to comply with its legal obligations under the California Public Records Act (CPRA).

Under California Government Code section 7922.535, public agencies are required to respond to public records requests within 10 days, with an extension of up to 14 additional days permitted only under "unusual circumstances." However, on October 14—24 days after my initial request— Metro indicated it requires yet another three weeks to continue searching for what should be straightforward records detailing employee travel expenses and head-counts.

The timing of this delay is particularly interesting. Conveniently, the documents I requested won't be made available until after this meeting discussing the very trip I am seeking information about. Metro has managed to compile detailed reports for the Board about the Paris trip, down to the number of meetings attended. How is it possible that Metro can produce these detailed reports, but after 24 days, still can't figure out how many people Metro paid to send to Paris?

Metro's apparent inability—or unwillingness—to provide even the most basic information on public expenditures raises serious concerns about transparency. These are standard records that should already be centrally managed within its financial and HR systems. The suggestion that it takes 45 days to determine how many employees traveled, how much was spent, or whether gifts were received is simply not credible.

In the Ad Hoc Meeting in June 2023, Metro estimated the cost of a temporary bus operation only for the LA 2028 Games at \$500 million. Now, that figure has mysteriously ballooned to \$2.042 billion. The over 300% increase is not explained. This raises a much larger question: If Metro cannot competently manage its own travel records and account for the costs of a single business trip to Paris, how can taxpayers believe there will be accountability with the billions in public funds Metro is seeking for the Olympics? Metro's inability to manage the details of a trip attended by its CEO and Board members does little to inspire confidence.

-Concerned Angeleno

Sent: Friday, October 25, 2024 7:37 PM

To: Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Communications <communications@bchd.org>; info <info@lalafco.org>; Kevin Cody <kevin@easyreadernews.com>; executiveoffice@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mayor@lacity.gov; Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - BCHD's \$6.3M allcove Building Grant Causes a \$172M Off-balance-sheet liability

IF No new allcove building & no \$6.3M allcove building grant -

THEN No \$172M, 30-year obligation for required allcove service to ALL of SPA8 without Long-Term Funding

HOW BCHD'S ALLCOVE BUILDING WILL COST DISTRICT TAXPAYERS \$172M IN OFF BALANCE SHEET DEBT

BCHD wanted a shiny new allcove building, instead of using the hospital building or renting

BCHD applied for a State-sponsored \$6.3M allcove building construction grant

In order to GET THE \$6.3M GRANT, BCHD was forced into providing allcove for 30-YEARS MINIMUM to ALL 12-25 year-olds in LA COUNTY SPA8 (1.4M total population) WITHOUT ANY LONG TERM FUNDING

BCHD never even estimated the 30-YEAR cost of its \$6.3M construction grant before inking the agreement

Estimates using BCHD and public data show the cost to be \$172M ACROSS 30-YEARS

The cost is a liability of ONLY District Taxpayers

If you want to **STOP the \$172M LIABILITY – VOTE NO ON MEASURE BC** - that **STOPS the allcove building and the agreement is automatically TERMINATED** after 2 years.

allcove then continues for District youth without the 30 year obligation of SPA8 requirement

HOW BCHD'S ALLCOVE BUILDING WILL COST DISTRICT TAXPAYERS \$172M IN OFF BALANCE SHEET DEBT

BCHD wanted a shiny new allcove building, instead of using the hospital building or renting

BCHD applied for a State-sponsored \$6.3M allcove building construction grant

In order to GET THE \$6.3M GRANT, BCHD was forced into providing allcove for 30-YEARS MINIMUM to ALL 12-25 year-olds in LA COUNTY SPA8 (1.4M total population) WITHOUT ANY LONG TERM FUNDING

BCHD never even estimated the 30-YEAR cost of its \$6.3M construction grant before inking the agreement

Estimates using BCHD and public data show the cost to be \$172M ACROSS 30-YEARS

The cost is a liability of ONLY District Taxpayers

If you want to STOP the \$172M LIABILITY –
VOTE NO ON MEASURE BC - that STOPS the allcove building and the agreement is automatically TERMINATED after 2 years.

allcove then continues for District youth without the 30 year obligation of SPA8 requirement

--

StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

[REDACTED]
Sent: Friday, October 25, 2024 7:40 PM

To: PRR <PRR@bchd.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafco.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov

Cc: Communications <communications@bchd.org>; rmiller@health-law.com; rlundy@health-law.com; Kevin Cody <kevin@easyreadernews.com>

Subject: Public Comment all Agencies - BCHD Communications with the RB City Council Members

BCHD is willfully delaying to bypass the City Council meeting and the \$400K Measure BC election. There are ONLY 6 Persons email to search. **WHAT IS BCHD AFRAID OF? WHAT IS BCHD HIDING?**

On Fri, Oct 25, 2024 at 1:58 PM PRR <PRR@bchd.org> wrote:

Dear Resident,

Please see below (in red) for the District's response to your public records request received 10/1/24 and extended to 10/25/24 that reads:

For Sept 1 2024 thru Oct 1 2024, provide all communications between BCHD Board Members and/or CEO and City of Redondo Beach City Council Members, including but not limited to, calendar entries, emails, phone logs, etc.

The District has identified possible responsive documents but requires additional time to gather, review and respond to the request. The District has determined that the 14-day time limit to determine whether your request seeks disclosable public records in the possession of the District is hereby extended to 11/22/2024 for the following reason:

1. The need to search for, collect, and appropriately examine a voluminous amount of separate and distinct records.

If you believe we have not correctly interpreted your request, please resubmit your request with a description of the identifiable record or records that you are seeking.

Please note that the District may not respond to questions or comments included with your request that are not themselves requests for identifiable public records under the California Public Records Act. The lack of response by the District to any such questions or comments, including follow-up questions and comments, is not an indication of the District's position on any topic or item, and should not be presented as such to any person.

Thank you.

[REDACTED]
Sent: Friday, October 11, 2024 11:19 AM

To: Stop BCHD <stop.bchd@gmail.com>

Cc: PRR <PRR@bchd.org>

Subject: RE: CPRA - Communications with the RB City Council Members

Dear Resident,

Please see below (in red) for the District's response to your public records request received 10/1/24 that reads:

For Sept 1 2024 thru Oct 1 2024, provide all communications between BCHD Board Members and/or CEO and City of Redondo Beach City Council Members, including but not limited to, calendar entries, emails, phone logs, etc.

The District is doing an e-discovery and has determined that the 10-day time limit to determine whether your request seeks disclosable public records in the possession of the District is hereby extended by 14 days to (10/25/2024) for the following reason:


1. The need to search for, collect, and appropriately examine a voluminous amount of separate and distinct records

Please note that if records you are seeking do not exist, BCHD has no obligation to create new records, or to obtain records from other sources, unless those sources are considered "prepared, owned, used by, or retained by" by the District.

If you believe we have not correctly interpreted your request, please resubmit your request with a description of the identifiable record or records that you are seeking.

Please note that the District may not respond to questions or comments included with your request that are not themselves requests for identifiable public records under the California Public Records Act. The lack of response by the District to any such questions or comments, including follow-up questions and comments, is not an indication of the District's position on any topic or item, and should not be presented as such to any person.

Thank you.


Sent: Tuesday, October 1, 2024 4:23 PM

To: PRR <PRR@bchd.org>

Subject: CPRA - Communications with the RB City Council Members

EXTERNAL EMAIL - CAUTION

For Sept 1 2024 thru Oct 1 2024, provide all communications between BCHD Board Members and/or CEO and City of Redondo Beach City Council Members, including but not limited to, calendar entries, emails, phone logs, etc.

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benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

THE PRECEDING E-MAIL, INCLUDING ANY ATTACHMENTS, CONTAINS INFORMATION THAT MAY BE CONFIDENTIAL, BE PROTECTED BY ATTORNEY CLIENT OR OTHER APPLICABLE PRIVILEGES, OR CONSTITUTE NON-PUBLIC INFORMATION. IT IS INTENDED TO BE CONVEYED ONLY TO THE DESIGNATED RECIPIENT. IF YOU ARE NOT THE INTENDED RECIPIENT OF THIS MESSAGE, PLEASE NOTIFY THE SENDER BY REPLYING TO THIS MESSAGE AND THEN DELETE IT FROM YOUR SYSTEM. USE, DISSEMINATION, DISTRIBUTION, OR REPRODUCTION OF THIS MESSAGE BY UNINTENDED RECIPIENTS IS NOT AUTHORIZED AND MAY BE UNLAWFUL. PLEASE NOTE THAT CORRESPONDENCE WITH THE BEACH CITIES HEALTH DISTRICT, ALONG WITH ALL ATTACHMENTS OR OTHER ITEMS, MAY BE SUBJECT TO DISCLOSURE IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RECORDS ACT. THE BEACH CITIES HEALTH DISTRICT SHALL NOT BE RESPONSIBLE FOR ANY CLAIMS, LOSSES OR DAMAGES RESULTING FROM THE DISCLOSURE OR USE OF ANY INFORMATION, DATA OR OTHER ITEMS THAT MAY BE CONTAINED IN ANY CORRESPONDENCE.

[REDACTED]
Sent: Sunday, October 27, 2024 2:06 PM

To: Gummer, Robert <GummerR@metro.net>

Cc: David White <david.white@santamonica.gov>; Phil Brock <phil.brock@santamonica.gov>; Andrew Thomas <andrew@downtownsm.com>; David Martin <david.martin@santamonica.gov>; Ramon Batista <ramon.batista@santamonica.gov>; anajarian@glendaleca.gov; jdupontw@aol.com; fourthdistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; Fernando Dutra <fdutra@cityofwhittier.org>; hollyjmittchell@bos.lacounty.gov; jbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; Third District <thirddistrict@bos.lacounty.gov>; Timsandoval Info <info@timsandoval.com>; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; Anuj Gupta <anuj.gupta@santamonica.gov>; dakotasmith@latimes.com

Subject: Fw: Entering and Exiting Santa Monica

Mr Gummer I am re-sending this email as I have not received a response to any of the emails I have sent. In case the one video I sent was not enough to show how inefficient the gate systems/design at the metro stations are, I am enclosing more to show they are not a one off. Surely you know the system, as it is, does not work. Anyone can ignore and do ignore the pass system and just walk through, which helps explain why the Metro is still the single biggest provider of transients to downtown Santa Monica. Telling the public the pass system works and riding the MTA is safer is both a disservice and a lie to the people in Los Angeles County. I am copying your MTA Board members. Hopefully one of them can get you to respond on how the MTA plans to fix the problem.

Regards,

Robert Colman

----- Forwarded Message -----

[REDACTED]
To: gummerr@metro.net <gummerr@metro.net>

Cc: David White <david.white@santamonica.gov>; Phil Brock <phil.brock@santamonica.gov>; Ramon Batista <ramon.batista@santamonica.gov>; David Martin <david.martin@santamonica.gov>; Andrew Thomas <andrew@downtownsm.com>

Sent: Tuesday, October 15, 2024 at 03:20:15 PM PDT

Subject: Fw: Entering and Exiting Santa Monica

----- Forwarded Message -----

[REDACTED]
To: Colman Robert <arcolman@aol.com>

Sent: Tuesday, October 15, 2024 at 02:44:27 PM PDT

Subject: Entering and Exiting Santa Monica

Attachment available until Nov 14, 2024

[Click to Download](#)

IMG_3159.mov
130.3 MB

Mr Gummerr, attached please see a video of one of the exit areas at the end of the Metro line in Santa Monica, where I took this video. I was at the same place a week earlier, when there were many more people entering and exiting the Metro station and it was the same. The honest people use their cards and exit properly. The majority did not. If you would like more videos please let me know? Although the City of Santa Monica is trying, the sheer #'s of transients Metro is dropping here, daily, is overwhelming. I, like many others, do not see it getting better. In fact it will probably get significantly worse as other Cities start to more effectively deal with their transient issues and then those transients, unfortunately, will see Santa Monica as a safe haven with free transport via the Metro line and or it's buses. Surely you must be aware of the problem with the gate system. It does not work. I would point out, the three times I was there, there were no monitors, neither metro police, the sheriffs department or otherwise present. Clearly oversight, with someone, in uniform, standing there, would make a significant difference, but they need to be there from opening to closing. I would appreciate your response to this email so I and the above cc'd individuals can understand what is going to be done and when.

Regards,

Robert Colman

A very concerned citizen and property owner.

Sent: Tuesday, October 29, 2024 11:43 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; citycouncil@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov; Kevin Cody <kevin@easyreadernews.com>

Subject: Public Comment - Only 8% of BCHD Spending has a RESIDENCY REQUIREMENT - Non Agenda Items All Agencies

Why does BCHD only restrict 8% of spending to a DISTRICT RESIDENCY TEST? BCHD should be 100% RESIDENT-TAXPAYER SPENDING!

BCHD Only Requires RESIDENT STATUS for TWO PROGRAMS:

Care Management and Blue Zones Restaurants

ALL THE REST OF YOUR TAXPAYER MONEY AND ASSETS ARE UP FOR NON-RESIDENT USE

CARE MANAGEMENT - \$1.2M Per Year

Community Services	Care Management (CS-1)	\$1,211,173
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BLUE ZONES RESTAURANTS - \$106K

Well Being Services	Restaurants/Grocery Stores (WBS-1)	\$105,759
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TOTAL EXPENDITURES 15,628,000

**ONLY 8% OF BCHD BUDGET IS RESERVED FOR RESIDENT OWNERS
WE DESERVE 100%!**

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StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

Sent: Tuesday, October 29, 2024 12:11 PM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; citycouncil@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov; Kevin Cody <kevin@easyreadernews.com>; martha.koo@bchd.org; Noel Chun <noel.chun@bchd.org>; Michelle Bholat <michelle.bholat@bchd.org>; Nils Nehrenheim <nils.nehrenheim@redondo.org>; paige.kaluderovic@redondo.org; Zein Obagi <zein.obagi@redondo.org>; Jane Diehl <jane.diehl@bchd.org>; scott.berhendt@redondo.org; todd.loewenstein@redondo.org; james.clark3@verizon.net

Subject: PUBLIC COMMENT: BCHD TREATS NEIGHBORS UNFAIRLY - Non-Agenda Item ALL AGENCIES

BCHD PROPOSED A FLOOR AREA RATIO (FAR) 1.95 PROJECT IN A RESIDENTIAL NEIGHBORHOOD

The floor area ratio of the Commercial and Residential is approximately 0.5, or lower. BCHD demanded 4X that density. Literally, DAMN THE NEIGHBORS!

From BCHD FAQs -

"The Healthy Living Campus – including the proposed parking structure – is estimated to be **792,520** square feet, according to PaulMurdoch Architects,"

From RB Planning Department -

Lot Size of BCHD is 406,626

514 N Prospect	PI-BCHD	0.75	406,626.00
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BCHD's 80% to 95% NON-DISTRICT RESIDENT (91% to 97% NON-REDONDO BEACH RESIDENT) Commercially owned Healthy Living Campus proposed an FAR of $792,520/406,626 = 1.95$

Surrounding land is C-2 (0.5 FAR) or residential with FARs that are generally well below 0.5. BCHD's PROPOSED 400% DENSITY LEVEL OF THE NEIGHBORHOOD IGNORED NEIGHBORHOOD INPUT.

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[REDACTED]
Sent: Tuesday, October 29, 2024 8:01 PM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; citycouncil@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafo.org>

Cc: Kevin Cody <kevin@easyreadernews.com>; Michelle Bholat <michelle.bholat@bchd.org>; Noel Chun <noel.chun@bchd.org>; Jane Diehl <jane.diehl@bchd.org>; martha.koo@bchd.org

Subject: Public Comment - Non Agenda Items - All Agencies

It's good to see that BCHD has not been able to pull the wool over the eyes of the SCNG and its Daily Breeze.

Thank you to all those who have worked hard to get BCHD back to servicing RESIDENTS OF THE DISTRICT in a FISCALLY RESPONSIBLE WAY. BCHD's move to 80% to 95% non-resident services is UNACCEPTABLE.

Endorsement: No on Measure BC in the Beach Cities Health District

By The Editorial Board | opinion@scng.com

PUBLISHED: October 28, 2024 at 3:38 PM PDT

There are lots of reasons for a citizen to vote for or against a given bond measure on a ballot. Sometimes we see that taxing ourselves for a public project will result in tangible benefits to ourselves or our families — schools in need of upgrades when our children attend them, for instance. But yes votes for sound economic reasons can certainly be made for the same measures by seniors, say — they may not have kids in the schools, but having excellent school campuses may increase the value of their property and create community goodwill.

And then there are times when a local bond measure comes from a bit out of nowhere, fronted by an entity that isn't a City Hall or a school district.

Such is the case voters in the Beach Cities — Hermosa Beach, Manhattan Beach and Redondo Beach — face with Measure BC on the Nov. 5 ballot.

It reads: "Beach Cities Health District Community Health and Wellness Measure: To complete construction of the allcove youth mental health center; install water/energy conservation systems; and remove outdated facilities to create approximately 2 acres of public outdoor space for youth/older adult community wellness programs, shall Beach Cities Health District's measure authorizing \$30,000,000 in bonds, at legal rates, levying approximately \$3.00 per \$100,000 of assessed property valuation, generating approximately \$1,700,000 annually while bonds are outstanding, with financial accountability requirements, be adopted?"

The allcove (lower-case is its preferred style) Beach Cities organization promoting young people's — aged 12 to 25 — mental health currently operates on the fourth floor of BCHD's main campus, 514 Prospect Ave., in Redondo Beach. According to reporting by our Tyler Shaun Evains, officials at the

physical and mental health agency want the youth gathering space to have its own standalone, 9,000 square-foot, two-story center, which the bond would pay for.

She adds: “The current BCHD building, which is more than 60 years old and was originally the South Bay Hospital, needs seismic and safety upgrades, BCHD CEO Tom Bakaly has said. But it would ultimately be demolished to create two acres of open green space for youth, older adult and community wellness programs as well as public leisure.”

That’s fine. But, to be clear, the bond would not pay for any new hospital serving Beach Cities residents. It’s a niche project for an already funded program operating elsewhere. This measure also seeks to deal with the fallout from a contingent land lease agreement with the property that officials say is no longer viable as originally contemplated. The demolition of the hospital and development of open space was not supposed to fall on taxpayers under that plan.

It’s true that the BCHD has not come to voters for a bond measure since 1956. But that successful bond actually built the hospital. This new ask for new money would not bring the hospital back.

We think that there would be dubious benefits for the citizens who proponents are proposing to tax, and we recommend that they vote no on BC. The BCHD should go back to the drawing board, develop a broadly-supported plan for the property and do what they can with the funds they have in the meantime.

Local bond critics note that BC would increase the tax levy on residents of the three beach cities for up to 40 years. For a super-worthwhile project serving the health needs of the Beach Cities, maybe. But BC is not that, and deserves a no vote.

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[REDACTED]
Sent: Wednesday, October 30, 2024 12:59 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Kevin Cody <kevin@easyreadernews.com>; citycouncil@hermosabeach.gov; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov; info <info@lalafo.org>; mayor@lacity.gov

Subject: Public Comment: Vote No on Measure BC - BCHD made a BAD DEAL

<https://easyreadernews.com/letters-to-the-editor-10-31-24/>

Off balance act

Dear ER:

The Beach Cities Health District indebted district taxpayers to a \$172 million in off-balance-sheet debt when it wanted to get \$6.3 million from the State to build a shiny new allcove building. How did BCHD do that? BCHD agreed to provide allcove for a minimum of 30 years to all 12 to 25 year-olds in the LA County SPA8, a 1.4 millionM population area. The 30-year cost is estimated at \$172 million and only 9% of the service area is District taxpayers.

Vote No on Measure BC to stop the \$172M District taxpayer debt. BCHD underestimated the allcove building cost by \$9M. If BCHD is denied the Measure BC funding, then BCHD can't build the allcove building and the 30-year obligation to service all of LA County SPA8 ends. The allcove program for District residents can continue as needed for a small fraction of the \$172 million cost. Off balance sheet debt is how Enron built its house of cards. Stop Measure BC and stop BCHD from being required to provide allcove for 30 years to LA County on the backs of District taxpayers.

Mark Nelson

Redondo Beach

[REDACTED]
Sent: Wednesday, October 30, 2024 10:18 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Kevin Cody <kevin@easyreadernews.com>; citycouncil@hermosabeach.gov; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov; info <info@lalafo.org>; mayor@lacity.gov

Subject: Public Comment: Vote No on BCHD Measure BC - Daily Breeze Got it Right!

Endorsement: No on Measure BC in the Beach Cities Health District

By The Editorial Board | opinion@scng.com

PUBLISHED: October 28, 2024 at 3:38 PM PDT

There are lots of reasons for a citizen to vote for or against a given bond measure on a ballot. Sometimes we see that taxing ourselves for a public project will result in tangible benefits to ourselves or our families — schools in need of upgrades when our children attend them, for instance. But yes votes for sound economic reasons can certainly be made for the same measures by seniors, say — they may not have kids in the schools, but having excellent school campuses may increase the value of their property and create community goodwill.

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She adds: “The current BCHD building, which is more than 60 years old and was originally the South Bay Hospital, needs seismic and safety upgrades, BCHD CEO Tom Bakaly has said. But it would ultimately be demolished to create two acres of open green space for youth, older adult and community wellness programs as well as public leisure.”

That's fine. But, to be clear, the bond would not pay for any new hospital serving Beach Cities residents. It's a niche project for an already funded program operating elsewhere. This measure also seeks to deal with the fallout from a contingent land lease agreement with the property that officials say is no longer viable as originally contemplated. The demolition of the hospital and development of open space was not supposed to fall on taxpayers under that plan.

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We think that there would be dubious benefits for the citizens who proponents are proposing to tax, and we recommend that they vote no on BC. The BCHD should go back to the drawing board, develop a broadly-supported plan for the property and do what they can with the funds they have in the meantime.

Local bond critics note that BC would increase the tax levy on residents of the three beach cities for up to 40 years. **For a super-worthwhile project serving the health needs of the Beach Cities, maybe. But BC is not that, and deserves a no vote.**

October 2024 RBM Public Comments – Item 11

Sent: Wednesday, October 30, 2024 8:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Skei Saulnier <skeisaulnier@gmail.com>; Jean Cade <jcade@linearindustries.com>; Donna Robertson <donna.robertson1744@gmail.com>; anna_lane@me.com; jill_kovach@hotmail.com; makd@makdlaw.com; dayna1608@gmail.com; db7mullins@yahoo.com; idream2iam@gmail.com; Hannah Cannom Moore <hcannom@gmail.com>; Kirsten Albrecht <kirstenwonderalbrecht@gmail.com>; carldumont89@gmail.com

Subject: Public Comment - Metro Board Meeting 10/31/24

Metro Board of Directors,

Lafayette Square, a Historic Overlay Preservation Zone community, respectfully requests a full study for alternate routes for the Metro K Line Extension North. Residents from our diverse neighborhood provided comments during the meetings at Dorsey High School, Pan Pacific Park, via Zoom, and finally at the Nate Holden Performing Arts Center where we voiced our concerns regarding the proposed extension of the K Line which would involve tunneling under our homes as well as those in Wellington Square. Those concerns remain. Although the Metro Board has assured us that there will be no impacts to our homes, the Draft Environmental Impact Report and community presentations were insufficient in allaying our fears of the potential impacts to our neighborhood. No one can offer us a guarantee that our homes won't be harmed during or after the tunnels are constructed.

We are united in our request to Metro to identify routes that will not run under our neighborhood. We are united in our request for community engagement with Metro in future discussions regarding alternative routes under consideration. We are united in our request to review substantive data showing successful tunneling results noted during Metro presentations under other Historic neighborhoods, detailing property impacts. We are united in our resolve to oppose any route that will run directly under our homes. We are committed to using the resources available to us to fight any degradation that this will cause to our community.

As stated during our neighborhood meeting, we are not opposed to extending the K Line North project. We want all Angelenos to have the ability to traverse our city efficiently, lessening traffic congestion and associated pollution. We, however, believe that the extension can be achieved without directly impacting our community.

Thank you for your consideration,

Lafayette Square Neighborhood Association Board

[REDACTED]
Sent: Wednesday, October 30, 2024 2:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro Board Mtg, Oct. 31, 10:00 AM

Re: Consent Calendar #11, K Line Northern Extension, file #2024-0537

While I remain opposed to the findings of the DEIR, I support Metro's request for a contract modification for further analysis and community engagement.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

October 2024 RBM Public Comments – Item 13

[REDACTED]

Sent: Wednesday, October 30, 2024 2:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Question/Comments Regular Board Meeting - 10/31/24. AGENDA item # 13

Question/Comments Regular Board Meeting - 10/31/24. AGENDA item # 13

As a resident, taxpayer and voter ... I am 100% opposed to the LA Metro tunnel traveling under Wellington Square and Lafayette Square. A more reasonable proposal would be to have the tunnel relocated to travel under the 10 Freeway and through the La Brea Business district where it will not impact home values and quality of life. The Metro and City's efforts to impact these multicultural, historic neighborhood's is Sugar Hill all over again.

[REDACTED]

October 2024 RBM Public Comments – Item 19

(Received after 5:00 p.m.)

Sent: 10/30/2024, 7:10 PM

To: thirddistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov;
105expresslanes@metro.net

Subject: PLEASE DO NOT Widen the 105 & Nearby Streets

Dear LA Metro Board,

I am writing to urge you NOT to approve funds for the 105 freeway widening (deemed “ExpressLanes project”). Recently, under the direction of Supervisor Janice Hahn, Metro squashed the planned 91 freeway widening. Metro should end the 105 proposed widening with the same urgency and efficiency, and instead apply the funds to meaningful transit improvements which will actually improve traffic, congestion, air quality, and equity in South LA.

This proposal is not only regressive in itself — countless traffic studies which Metro and Caltrans staff should be familiar with show that adding lanes to freeways creates induced demand, ultimately making traffic worse, commutes longer, and increasing pollution and associated negative health outcomes for surrounding communities. (Including 100% preventable traffic and road violence.) Additionally, spending tax dollars on freeway widening — particularly millions from the Measure M sales tax — diverts funds from other Metro projects which could actually IMPROVE traffic, climate, and health outcomes. (Such as the inexcusably delayed Vermont BRT line, the K line Northern extension to Vermont, or Vision Zero street safety projects and traffic calming on the high injury network roads surrounding the 105.)

Meaningful bus, train, and pedestrian projects are not only necessary for everyday Angelenos, but acutely urgent given the (funding) shortcomings for the promised “transit first”/“car free” 2028 Olympics. While Supervisor Hahn and other City leaders have touted the guidance they received from Parisian Olympics officials, this project spits in the face of those lessons. In the decade leading up to the Olympics, Paris spent its tax dollars building bike lanes and implementing road diets, expanding their already robust (sub)urban train network, LOWERING freeway speeds, and REMOVING / REPURPOSING urban highways for modes other than cars. We should be EMBARRASSED that at the same time we are calling for transit first Olympics, our county is also planning to expand deadly, polluting urban freeways (SEE ALSO: the 710). A freeway which, within my lifetime, destroyed 8K+ homes and displaced tens of thousands more, in a city now blighted by a housing crisis. We should be trying to UNDO this damage, not entrenching it.

Please, stop the 105 (& 710) freeway widening and instead spend the funds on meaningful traffic and safety improvements for LA.

Thank you,



October 2024 RBM Public Comments – Item 11

(Received after 5:00 p.m.)

Sent: Wednesday, October 30, 2024 7:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: K line northern extension

Metro Board of Directors,

On behalf of the entire community, the Wellington Square Improvement Association (founded in 1927), would like to express our strong opposition to and condemnation of the Metro's current K Line Northern Extension route and plans to bore underneath a historic Black neighborhood. The WSIA respectfully requests a full study for alternate routes for the Metro K Line Extension North. Residents from our diverse neighborhood provided comments during the meetings at Dorsey High School, Pan Pacific Park, via Zoom, and finally at the Nate Holden Performing Arts Center where we voiced our concerns regarding the proposed extension of the K Line which would involve tunneling under Wellington Square and our neighbors to the north, Lafayette Square, an HPOZ. Those concerns remain. Although the Metro Board has assured us that there will be no impacts to our homes, the Draft Environmental Impact Report and community presentations were insufficient in allaying our fears of the potential impacts to our neighborhood. No one can offer us a guarantee that our homes won't be harmed during or after the tunnels are constructed.

We are united in our request to Metro to identify routes that will not run under our neighborhood. We are united in our request for community engagement with Metro in future discussions regarding alternative routes under consideration. We are united in our request to review substantive data showing successful tunneling results noted during Metro presentations under other Historic neighborhoods, detailing property impacts. We are united in our resolve to oppose any route that will run directly under our homes. We are committed to using the resources available to us to fight any degradation that this will cause to our community.

As stated during our neighborhood meeting, we are not opposed to extending the K Line North project. We want all Angelenos to have the ability to traverse our city efficiently, lessening traffic congestion and associated pollution. We, however, believe that the extension can be achieved without directly impacting our community.

[REDACTED]
Sent: Wednesday, October 30, 2024 7:09 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro K line northern extension

Metro Board of Directors,

On behalf of the entire community, the Wellington Square Improvement Association (founded in 1927), would like to express our strong opposition to and condemnation of the Metro's current K Line Northern Extension route and plans to bore underneath a historic Black neighborhood. The WSIA respectfully requests a full study for alternate routes for the Metro K Line Extension North. Residents from our diverse neighborhood provided comments during the meetings at Dorsey High School, Pan Pacific Park, via Zoom, and finally at the Nate Holden Performing Arts Center where we voiced our concerns regarding the proposed extension of the K Line which would involve tunneling under Wellington Square and our neighbors to the north, Lafayette Square, an HPOZ. Those concerns remain. Although the Metro Board has assured us that there will be no impacts to our homes, the Draft Environmental Impact Report and community presentations were insufficient in allaying our fears of the potential impacts to our neighborhood. No one can offer us a guarantee that our homes won't be harmed during or after the tunnels are constructed.

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As stated during our neighborhood meeting, we are not opposed to extending the K Line North project. We want all Angelenos to have the ability to traverse our city efficiently, lessening traffic congestion and associated pollution. We, however, believe that the extension can be achieved without directly impacting our community.

Sent from my iPhone

[REDACTED]
Sent: Wednesday, October 30, 2024 8:37 PM

To: Board Clerk <BoardClerk@metro.net>; Steve Davis <sd@summit-pm.com>

Subject: Subway below wellington square

Dear MTABoard members

As a 25 year resident of Wellington Square I would like to request that you please relocate the proposed route for the k line extension to the crenshaw commercial corridor . Similar to the initial k line route which is within the Crenshaw right of way it seems like common sense to follow suit for this extension .

Respectfully,

[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 9:23 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro line extension

Dear metro,

I am a proponent of public transport and having it widely available in LA.

I urge you to not tunnel under Lafayette and wellington squares. Please go through the major thoroughfares and not under 200 homes. Our area has historically had to bear the brunt for the public good and continues to wait to be as well resourced as other communities who have not had to bear the burdens this one already has for public transport. ie the 10 freeway.

Please do not continue this unjust distribution of public responsibility to those who are historically made to bear the brunt of the burden while reaping the least rewards.

Thank you

[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 10:15 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Wellington Square metro proposal

Hi, my name is Jeff O'Keefe and I'm a proud resident of Wellington Square for more than a decade. Please find another route for the Metro line that does not tunnel under this historic, beloved neighborhood. For all the obvious reasons: noise, unforeseen health and safety consequences, serious reductions in property values, etc. And also because this neighborhood has a sad history of having been compromised and taken advantage of during the construction of the 10 freeway.

Thank you.

[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 10:18 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: No tunneling under historic neighborhoods

Hello! I'm writing to add my voice to the many residents of Wellington and Lafayette Square.

I strongly oppose tunneling under these historic neighborhoods. Regardless of the environmental impact, the home values will plummet (in many cases this has already occurred simply due to the letter that was delivered to residents alerting them to the tunneling), destroying generational wealth that this community has struggled to achieve due to historic racist real estate practices in LA.

In addition, the environmental impact will be detrimental, despite what the Draft EIR states. There is no precedent for tunneling under entire neighborhoods that are 100 years old in this city.

It is unconscionable that Metro is experimenting with a historic black neighborhood in order to save some money. Go around. There are other routes that follow major thoroughfares and do not decimate historic neighborhoods of color.

The city of LA has not earned the trust of this community - that trust was destroyed when the 10 freeway demolished a thriving community. You can reclaim that trust by finding another route for the K line.

Thank you,
[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 10:24 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro plans to tunnel under Wellington Square.

Thank you for taking the time to understand and address community concerns. We look forward to the metro extension, but PLEASE do not tunnel under the historic homes in Wellington Square.

Sincerely,

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 12:52 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro K Line Tunneling under Wellington Square and Lafayette Square

The current route of the tunneling goes directly under our home at [REDACTED] We are vehemently opposed to this taking place when there are obvious alternate routes that do not require tunneling under either neighborhood. If the goal is to intersect with the as yet to be built transit center / subway station at Pico and San Vicente, it seems to all of us in the two neighborhoods see continuing down Crenshaw to Pico would make the most sense. That turn would only affect commercial properties, not homes.

Please enter this comment into the hearing record.

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 9:01 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: For today's board meeting

My neighbors and I have concerns about the northern K-line expansion going directly under our historical homes in Wellington Square and Lafayette Square.

IF the route is indeed going under these historic neighborhoods and can't be changed

PLEASE just have some homeowners from other neighborhoods who had this happen to them comment/report/etc to us about the processes of both digging/tunneling and the subway running.

My neighbors do not trust Metro or authority after what happened when the 10 was built through our block... but we WOULD listen to people who went through this before. Metro claims that there will be no effect to us or our homes but then gives no source for that claim other than "trust us."

Give us a source that isn't Metro itself or a city authority and everyone will be much much happier.

Thank you,

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 9:37 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: K line extension

To whom it may concern:

I'm writing this on behalf of my community, friends, family and neighbors. I wish you would reconsider tunneling under this community as it would be better served going a different route. Not only is it damaging to historic homes in this area but to have put imminent domain on a property where a family is living and have just welcomed a new child is unfathomable. I couldn't be more devastated for my dear friend David and his family. Our kids go to the same school, we hang out very often because we lead such busy lives and family is not so close. We have built relationships in this community and for it to be taken away when it doesn't have to seems shameful. I pray you all make the right choice in changing the direction of this K line to not cut through these historic black neighborhoods as it has been done in the past. PLEASE, PLEASE, PLEASE reconsider this K line to go a different route. Thank you for your time and professionalism in this matter.

We leave this in your hands now. Happy Holidays.

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 10:22 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: K1 line - Lafayette Square. Re; CONSENT CALENDAR #11, K Line Extension, file #2024-0537

Dear Metro Board;

My wife, Francoise, and I reside at [REDACTED].

We are taxpayers, voters, and believe in community.

We believe rapid transit is something to be fostered but disagree with any proposal to tunnel or run a line through/under Lafayette Square.

We remain OPPOSED to the findings of the DEIR; we do support Metro's request for a contract modification for further analysis and community engagement.

Thank you for your consideration, Michael ak DAN



Vision is the art of seeing what is invisible to others