

## **Crenshaw/ LAX Transit Corridor – Community Leadership Council Agenda**

People's Independent Church of Christ  
5856 West Blvd, Los Angeles, CA 90043

Thursday, April 26, 2012

Scheduled Start: 6:00pm

Actual Start: 6:24pm

Call to Order: Tunua Thrash

### **Roll Call:**

- Arna Fulcher
- Blair Taylor
- Mary Darks
- Michael Jones
- Pat Jordan
- Taylor Mayfield
- Adrienne Sears
- Jackie Russell
- Willie Brown
- Karen Slade
- Erick Holly
- Denny Schneider
- *Marvin Jackmon*

**First Order:** Approval of minutes of meeting last held Jan. 26, 2012. Motioned and seconded for approval; motion carried.

### **Presentations:**

#### ***Rob Ball: Overview of Project and major milestones/design changes (ppt slides)***

- Metro board approved the Feis/Feir- Sept, 2011
- Board approved the Crenshaw/LAX life of project budget- Oct, 2011
- FTA issued the record of decision- Dec, 2011
- Advance utility contract bids received April 18, 2012 (first contract with PLA)
- Looking to release RFPs (request for proposals) in late May (for Main design build contract). Expect an award early next year for major contract.

Two optional stations motioned by the Board: First station is Leimert Park, another at Westchester and Hindry. Both will be put in the RFP; will get bids, proposals, evaluated, and go before the board with recommendations. The Board will decide how to handle.

Conceptual Vertical Profile: shows the optional stations at Leimert and Westchester. The Feis/Feir was a planning phase. During this engineering phase, we must create an environmental addendum and present design changes. Leimert park station location was changed (noted in the environmental document). It's been moved back into the street. Florence/Hindry/Westchester has been changed to Florence/ Hindry vs. Manchester (new name).

We are working with the railroad to remove the abandon freight track which will provide more room. There are 2 railroad bridges (across 405 fwy and Aviation/Century). These bridges were not clear in the environmental document. The track was clear but the bridges were not.

Optional Crenshaw/Vernon station was identified in the Feis/Feir as part of an "off street" alignment. Alignment is proposed to be on Crenshaw. Portals options will now be at 23<sup>rd</sup> Place, on the inside or beginning on the north/west side of Vernon. These are being compared. They will require several full property acquisitions and underground easements from numerous property owners.

A public info meeting is coming on May 10. A public hearing is set for June 2. FTA will have to sign off on the environmental document before hearing. This will be addressed further and opportunities for clarity on the options and questions for the May 10<sup>th</sup> meeting. Metro staff will be there to answer questions.

**Michael Jones:** AEG and Farmers are not able to get 79,000 people down there to park. Is there any possibility of looking at those parking lots behind the vision theater and also due west behind Degnan, another large parking lot, for a robust 5-story parking structure, maybe connected with tunnels, etc., to the actual station?

**Tunua Thrash:** Great suggestion to create more parking opportunities for the lines. That is the discussion we want to have in our Transit/Development pod. That Pod will be introduced today.

**Michael Jones:** If AEG has a real interest in this, perhaps they can look at partnering with Metro to bring in financial resources.

**Question from Audience:** Marie Bryant. When you're talking about an optional station north of Vernon, are you talking about the area across from the McDonald's? Near Homeland and 43<sup>rd</sup>?

**Rob Ball:** The station will be on north side of Vernon. Entrance will be eastside near shoe store or on north side-Chase Bank side.

**Tunua Thrash:** More details from Metro will be provided on May 10<sup>th</sup>.

**Rob Ball:** Changes from The Feis/Feir: Florence/Hindry (Westchester) station option: the only change here is the name. This is an expansion option. When the design is complete, it will be carried to the procurement docs for pricing.

**Question from Audience:** Is the platform in the middle of the two tracks?

**Rob Ball:** No. The tracks stay together. This is a side platform, not a center platform.

**Rob Ball continues:** Existing freight structures removal- I-405 Fwy. (Referencing LaCienega) The alignment in the environmental document actually went around the existing bridge. The abandonment of freight track, gives us an opportunity to create a much stronger alignment. An overall shorter structure – results in cost savings. At Aviation/Century, the alignment was very tight in this area. Cost savings will be found again here also.

**Question from audience:** How does this coordinate with the green line extension?

**Rob Ball:** We are working to coordinate it. This will accommodate a regional rail, which takes a light rail through the airport underground. This action may become a secondary line put before the Board to carry forward.

**Rob Ball:** Street and Sidewalk Modifications: Safety measures for At-Grade crossings and bus bays and re-grading /reconstruction; we will share more details on May 10. Letters will be sent to property owners being affected (identified in environmental document) and Metro will meet with them for an acquisition process.

**Mr. Thomas:** You haven't brought up Crenshaw/Slauson. How will this station be built? Will it be overhead like on La Brea and La Cienega?

**Rob Ball:** Right now, the base project adopted by the Metro board last fall includes an at-grade station at Slauson, called Park Mesa segment between 48<sup>th</sup> and 59<sup>th</sup> streets.

**Mr. Thomas:** I rode the Metro line last Tuesday. The thing that bothered me was when I went to ride the line at this station location, a car turned and went up the track. Why can't we have the grade the same way at La Cienega? When will there be a public hearing on that?

**Rob Ball:** Parties are coming together in May and meeting to set a trial date, which will probably be sometime this summer.

**Question from Audience:** Regarding the previous slide regarding safety measures, you mentioned the crossing gates and you said they were not in the original study so where are you attempting to put proposed crossing gates?

**Rob Ball:** It was always planned to put crossing gates in. Some have to be relocated. There are some small takings of property in order to get those gates placed correctly.

**Question from Audience:** Are you talking about new gates where the old ones are now?

**Rob Ball:** Yes.

**Question from Audience:** Are these vehicular gates or pedestrian gates?

**Rob Ball:** Both.

**Question from Audience:** How wide are the pedestrian gates and how many can cross at one time?

**Rob Ball:** As wide as the sidewalk. Besides the pedestrian gate, there are two gates that must be opened. More details and further discussion to come in the future.

**Question from Audience:** Does the gate lock?

**Rob Ball:** No. On May 10<sup>th</sup>, more will be discussed on this.

**Question from Audience:** There is no aspect of safety on the agenda at all from the people that run this organization. At Vermont/Exposition, there are no crossing gates. The kids have to be

on the sidewalk, get a ticket and then cross the track to get on the train. Why isn't anyone concerned about this for the USC kids?

**Rob Ball:** This is not the Expo line. This is the Crenshaw line. There doesn't seem to be a similar situation concerning Crenshaw.

**Next steps:**

Open House May 10, 2012

Draft environmental addendum circulation and comment period- Mid May through Mid-June

Public Hearing- Mid June

Metro and FTA review comments- Mid June through end of July 2012.

**Tunua Thrash:** I want to understand the goals for utility contracts, the labor goals for the contracts and how many jobs there will be. I don't have to have an answer today (we can discuss this at our next meeting).

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**Greeting by Lynda Bybee; Introduction of Olga Lopez, update on ongoing Outreach efforts.**

**Olga Lopez:** We have an open house flyer for May 10<sup>th</sup>. You have an invitation tonight and an electronic invite from Crenshaw Corridor via email. Olga will check with committee to make sure all get sent out. We have placed ads in periodicals which started running this week, April 23<sup>rd</sup> in the Hawthorne Press, Tribune, Inglewood News, Lawndale Tribune, Inglewood Today, The Argonaut, L.A. Watts, Korea Daily, The Wave, and El Clasificado.

**Tunua Thrash:** That's it? Those are the only periodicals?

**Olga Lopez:** For this ad, yes. Those are the ones we have for this notice.

**Tunua Thrash:** I imagine that most people around the table are quite alarmed. There are more needed and many of those are irrelevant to this line and this meeting.

**Olga Lopez:** We can also post electronically to reach more. We have the ability to post on Metro's "The Source" site, which is another medium that reaches over a million contacts.

**Tunua Thrash:** There are more relevant community papers that needed to be reached, several key places.

**Michael Jones:** The committee needs to “sign off” on these and not be overlooked. This kind of mistake cannot happen again. This must be prevented in the future. Have the committee sign off first. We must be informed and involved!

**Blair Taylor:** There is no purpose in having a marketing/media committee that is supposed to be directing the info flow. It seems as if that committee was bypassed.

**Lynda Bybee:** We have received your message, thank you very much and we will make sure this doesn't happen again.

**Comment from Audience:** This committee has no power or standing. This is a shame. Glad to see members of the committee are speaking up and standing up because many of the members of this community don't believe in the committee.

**Olga Lopez:** Construction relations updates regarding business profiles outreach that we have been doing in the community. Thanks to the Crenshaw Chamber and the two Chairs who welcomed us when we started to visit businesses affected. We have begun to receive responses from those business directly impacted. Detailed surveys have been conducted along the alignment to gather info including access and hours of operation to better coordinate construction. To date, nearly 300 business profiles have been completed along the alignment. We began on the corners of Exposition/Crenshaw and we're moving south. We are currently at Slauson/Crenshaw. If you have any businesses or if you are a business owner, you are encouraged to participate in the profiles as we move forward...

**Question from Committee:** In terms of profiles, how far on the alignment are you considering?

**Olga Lopez:** We're currently focusing on the alignment; the business that are on sides, north/south of Crenshaw. Obviously, there will be an opportunity to come back and then visit the businesses that are east/west of Crenshaw.

**Comment from Committee:** The reason I'm asking this question is because we raise it every time at our meetings that we're concerned not just about the businesses right on the alignment but also those that are a couple blocks away that can't be reached because of construction. All of those businesses are just as impacted and need to be considered now.

**Tunua Thrash:** When will you complete the first round?

**Olga Lopez:** June is when we expect our third party utility relocation to come on board and we want to be prepared for that activity.

**Tunua Thrash:** It may be necessary to have a committee to determine which of the pods would be the best one to go to and take a look at this to see how far we should go and find other businesses that may be impacted.

**Olga Lopez:** Next outreach: As we visit the businesses along the alignment with business profiles, we share with the owners the opportunity of Metro destination discounts. This is an opportunity for local business to advertise on Metro website which attracts approximately 1 million viewers per month. Information provided on website is the business profile, a special offer that the business may choose to give their customers, directions to business and the bus service that will lead clients to the business. We include a map, as well. The purpose is to increase visibility of the business and expose Metro.net viewers. Participation for this program is free of charge but there is a first round deadline of June 1. Applications must be received. Applications are available at [crenshawcorridor@metro.net](mailto:crenshawcorridor@metro.net) or 24/7 hotline; 213-922-2736.

**Question from Audience:** When you're doing your interviews, is part of the information you're getting what the gross revenues are right now so you have a benchmark of when construction starts and will you be able to mitigate block by block, once construction starts? What are you planning for worst case scenario and impacts?

**Lynda Bybee:** The surveys are step one is determining the business profiles (type, customer base, access issues). It is a little sensitive to go in and ask about their gross receipts at this point. One of the things we need to determine first is what the businesses' needs are and how we'll successfully communicate with the patronage. The mitigation pod will take up what the circumstances of these businesses will be, marry that to the traffic plans that are already being developed and then we'll start to see clearly. We are trying to build relationships with these businesses. We will get to more details, like their annual gross receipts as we continue to work toward committed patronage. We may have some inconveniences in getting to them but this will be developed in our outreach and marketing. We are about 1/3 of the way through just on the direct impact on the alignment. All the details affect the whole picture.

**Blair Taylor:** I'm not sure I agree with you regarding the revenue question being asked later vs. now. I think you want to gather that information as far in advance as possible so you will have much more data about the businesses. The farther the economic scenario gets in the next 12 months where those businesses hang and you don't have this data point needs to be addressed. I think they would be responsive to that if they were advised. I think this need to

be put on the table. The longer you wait, the less relative info you will have to impact the decisions made.

**Lynda Bybee:** Mitigations, as defined through the funding for constructions programs has some severe limitations. We have a draft report that is an overview of mitigation programs adopted throughout different properties in the U.S. and even our own. There might be other opportunities we can consider to formulate that might engage something outside what is allowable through project mitigation. We want a good sampling of the businesses in the corridor to incorporate that profile into our draft report.

**Blair Taylor:** My point is, more data will help you, not hurt you. Second point: I understand the survey but I'm not clear on what the steps are in respect to all of this as to what happens with the survey information over the next 24 months. Business owners are not clear either. What are the next 10 steps of this process? I think it's important to clarify the stages.

**Lynda Bybee:** That's an excellent recommendation. We can put together an FAQ. We will develop one and circulate it and would appreciate your council comments.

**Michael Jones:** I agree with Blair. This is a good time to collect because of tax time. Information is readily available now.

**Lynda Bybee:** We could make it voluntary. That might be a good way of saying that we're trying to gather as much data as we can and if you wouldn't mind sharing, we can complete the data packet with this information.

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**Miriam Long:** What I've learned since being back is that the Project Labor Agreement is unique. MTA is the first transit agency to have one. There are two parts to this. The PLA is between MTA and the unions. It is an agreement as to how they will work together to have no strikes or slowdowns so they can get the project done. What's important is that tied to the PLA for the first time is something called Construction Careers Policy. 40% of the hours that are worked on any PLA project that MTA undertakes will be done by people who make up a certain economic profile. 40% of the hours have to go to people in a zip code that earn less than \$40,000 per year. This is a national program, not a local hire program. People across the country are eligible to apply for these jobs if they live in economically disadvantaged areas. Another unique thing about the construction careers policy is the fact that some of our workers will have to meet this profile. A disadvantaged worker will have to meet at least two qualifications: individuals who may be homeless, a custodial single parent, on public

assistance, lack diploma or GED, have a criminal record, suffer from chronic unemployment, or a veteran of Iraq/Afghanistan war. We have in process a website with information regarding the construction careers policy. [www.metro.net](http://www.metro.net) Also a hotline. Leave me your information and I will see that you get a hardcopy if there are not enough to go around. I will answer the hotline every night. (213) 922-7279. People can leave questions and information on this line. The most often asked question is “How do I get a job?” In order to work on the PLA or any of our construction jobs that are affected by PLA, you will have to work through a union hall. You have to register with your union or let the union know you’re available for work. Over the next months, we will develop a process map for you to see what the steps are to be “certified” in construction and registered with a union hall. I am working on a fact sheet. I will pass around a draft. The question of how to get the jobs, we’ll need help in getting this information out. Although there are jobs, we don’t want people to think they can show up at a trailer and get a job. Because of the PLA, we will be able to track how many people are actually put on a worksite.

There are 17 more projects in the pipeline. Crenshaw Corridor is only one that people can work on. The next 17 projects that are governed by the PLA will be governed the same way by the construction careers policy. These are opportunities for people who are certified to do work. We are working on what we will be asking the contractors to give us. Whoever gets this contract for Crenshaw will have to hire a job coordinator who will make sure that 40% of the hours go to workers who qualify under the required criteria. Every contractor will do what it takes to meet these goals because they want to make money. *Slide/handout lists targeted craft worker report data that will be collected(trades applied for, race, gender, etc.).*

**Arna Fulcher:** You touched on the PLA. I would like for you to glaze over it one more time. This is a huge federal project. Zip codes are not just for the Crenshaw area. This is not just for local hire. Anyone who meets the profile can be eligible to apply.

**Miriam Long:** If there is one drop of federal money in it, it is a federal project. If it is a federal project, you can’t do local hire. That means that anybody who meets the economic profile is eligible to apply. That means that anybody living in an economically depressed area can be eligible to apply.

**Adrienne Sears:** How many jobs will be available?

**Miriam Long:** We’re not sure. I have seen such a wide range that I am reluctant to give an actual number. I am contacting the Expo rail and some other projects to see what their actual numbers were. As I learn more, I will share.

**Question from Audience:** If you hire people who meet the profile, many of them have not made this kind of money before. Unless they are qualified, they won't get the job!

**Miriam Long:** I'm hoping people will take advantage of the pre-apprentice programs available around the county. I will be developing a process map to show what the steps are toward apprenticeship.

**Question from Audience:** Can anyone register for a union shop?

**Miriam Long:** For instance, if you are a non-union worker, you need to let your jobs' union know that you are available or the job developers will be looking at work source centers to find these qualifiers, but the hiring will come from the union hall. You don't have to be in a union to participate. There are pre-apprentice programs already (Trade Tech, etc.).

**Question from Audience:** I'm a welding instructor at LAUSD. We are another outlet for the training for the union. I am currently at Huntington Park Adult School and there are other facilities. I am the first female and we need more females. (Her information will be sent out)

**Tunua Thrash:** Can we make a request that we'll receive not only folks that come to us today but we take the effort to try to identify where these pre-apprentice programs are?

**Miriam Long:** We are in process of doing that and we could use your assistance in doing that. I will pass it through the CLC for your approval and other ideas.

**Question from Audience:** What is your next option if you don't get enough qualifiers to fill the positions?

**Miriam Long:** Not sure, but we are committed to filling the positions.

**Tunua Thrash:** The contract that is out now that is readily available, will a job coordinator be hired for that particular job?

**Miriam Long:** Yes and the RFP for job coordinators are out now. If you are a potential job coordinator, we are putting together a job coordinator event. There will be several people who we as an agency, MTA, actually get and say that these people are fully qualified to be job coordinators. A contractor will look at those already cleared and decide on which to use. If

they choose to use their own job coordinator, MTA will still have to certify them. This is in an effort to make sure the job coordinator is real and is qualified and not in name only.

**Arna Fulcher:** You said the RFP for the job coordinator is already out on the street. I'm the Co-Chair of this committee and I'm hearing this for the first time. How is that? We're supposed to be the link to the community of what's going on with this project. That should have been in every newspaper and all organizations that serve this community. We should have known that this opportunity had presented itself. There is a huge breakdown in communication. This is the 3<sup>rd</sup> time tonight that this has happened. No one tonight has said that the RFP is out. The committee and community cannot let this go unfixed. We need to figure out where the breakdown in communication is here. It is going to be a problem.

**Question from Audience:** Is Metro putting out funding to provide the supplies that people will need to qualify for these jobs?

**Response:** Urban League needs to partner using their work source program. Blair, can you speak to that?

**Blair Taylor:** Adrienne and I are happy to talk to you about this. We do operate two work source centers in the area. I'm very concerned about the African-American community having access to the jobs that have been described. The relationship with the unions is somewhat questionable to get African-Americans in position for these jobs. This is a huge issue (breakdown). We will throw our workforce centers in the middle of this and do all we can to work with the unions but we want to make sure the African-American community get their fair share of these jobs in this African-American community. This needs to somehow be in the planning process. Whatever way Metro can help us; I'd like to put this on the table as an issue I'm deeply concerned about now.

**Michael Jones:** On what Arna said, I'm uncomfortable with saying this is something we need to do and then move on. I'd like to suggest (Lynda get involved with this) to perhaps look at possible solutions by the end of this meeting to close this communication gap. This is one of the greatest opportunities for transit programs in America.

**Priscilla (Los Angeles County Federation of Labor):** We want to put some real strategies in place in working with the unions and our affiliates to make sure we have black folks on the jobs. Later on there will be a presentation by the black workers center.

**Lynda Bybee:** I propose we put together a draft plan for an improved communication to address this gap. I can see where we've dropped the ball a couple of times. We will put together the draft, circulate through leadership council by early next week and come together to review the strategy to move forward. Would this be acceptable? I want to put together a process chart of communication protocol. Meet with key members next week. Our team will get together immediately and take your recommendations to be folded in the chart. I'd like to make this commitment to you.

**Question from Audience:** Is a PLA a good thing or a bad thing? When you're looking at small minority contractors, they are not excited about having to go through the process of joining the union.

**Karen Slade:** We read thru the PLA and had a small meeting hosted by Pam and the Urban League. You did what you agreed to do. Didn't we talk about a percentage of the PLA being from local hire area/zip codes?

**Miriam Long:** This is not a local hire program. When I was here last, I was brand new and what I've learned is there is no such thing as a 'local hire' and we have to be very careful with implying local hire because it is the first time the FTA has allowed a transit agency to do these things.

**Tunua Thrash:** This is a very good point and one we need to explore in the economic development pod. Metro cannot "say" there is a local hire program. We as a council, can, however, put together goals that exceed the public definition.

**Question:** Can we have a report on how the feds handle the requirements and how Measure R requirements are met and how the monies are handled?

**Tunua Thrash:** I do not recall any Measure R requirements that are related to local hire. We're talking about the federal funds being used for this project which require a construction careers policy. The zip codes are a characteristic of people who will be considered.

**Karen Slade:** Our EDP meeting – primarily was about the PLA. Most of the questions asked today were primarily addressed in our meeting. Rod Goldman and Robbie Hunter spoke. Robbie went over the PLA that LAUSD did that was very successful. I will go back and review. We did ask Miriam to do a one-sheet to make it simpler for us. Pam Bakewell hosted the initial pre-meeting and hosted the follow up pod meeting. We want to keep track of what's going on

and what the stats are. I think we were getting towards accountability in all phases, but specifically, jobs.

**Arna Fulcher:** Regarding the Expo line grand opening, you should have gotten your invite and rsvp'd (CLC members) for the Expo VIP ride @ 11:30am tomorrow at USC. Program starts at 12:15pm. We need to come out in numbers and show support. Free rides Saturday and Sunday.

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**Lola (Smallwood-Cleavis), Co-Chair of L.A. Black Workers Center:** I'm pleased to hear the conversation/discussion of accountability. This is what's needed to make sure our tax dollars are going to yield the results we want to see on this project. I do believe in labor unions particularly in the construction industry. Around South L.A., you don't see very many African-American workers, whites and women on those sites. The construction industry, over the last 15-25 years, has done what a lot of others have done. Who is the person who can be most exploited and left with no wages, no protection to maximize the profits for the firm. Unions hold the line and standards on these jobs. Black workers were the leading percentage in the union in the late 70-80's. The Crenshaw line, the PLA, the construction careers policy... this is our opportunity as a community to ensure there is dignity and respect and access for black workers. This is what the PLA does. I would like to leave you with this: 10 and 4. 10% of construction apprentices in L.A. county are African-American but we are only 4% of the industry. There is a gap between who is trained and who is working. How do we deal with the gap? Enforcement, oversight, watching, monitoring and building a pipeline. There are steps people can take to be certified. There are black workers on the projects up to 18 months, per our study; some only 90 days of a 5-year contract. On Saturday, the 28<sup>th</sup>, at Watts Labor Community Action Center, we will have a town hall called New Era in Black Employment. The goal is to talk about what's really going on at the sites, MTA will also be there. The Department of Labor, because there is federal money, it does limit our ability to do local hire but it activates Affirmative Action monitoring and enforcement of equal opportunity laws. EOC will be there and other groups like Lane. Please come out and let's learn together and learn what it takes to fight. We have to monitor the monitors. We need to make sure we learn the strategies. We want the opportunity to come back and have you meet some of our members to learn how the union dispatching works and move from the 4% to much more. Mr. Taylor will have a flyer. It will be from 12pm-4:30pm @ 109<sup>th</sup> and Central, Saturday, April 28<sup>th</sup>. Flyers are in the back of the room.

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**Rod:** The CLC members have a chart in your packets. We are trying to put together a meeting for the PODs. Pods are technical committees to discuss in detail, Joint Development, Economic Development, Quality of Life, Environmental Quality, Safety, Construction Mitigation, and Mobility. We are attempting to put current issues up front in our meeting schedules. Economic Development, Joint Development and Construction Mitigation. Tentatively, we are looking at May 15<sup>th</sup> for Construction Mitigation. June 19<sup>th</sup> for Joint Development, and July 17<sup>th</sup> for another Economic Development meeting. These dates are tentative. We will be working with Pod co-moderators to discuss dates and agendas to start moving forward. We're putting together work plans similar to the last Economic Development pod meeting for each of the pods. We will get back to members prior to the next CLC meeting so we can move forward on scheduling and promoting these meetings.

**Tunua Thrash:** Based on the discussions of this evening, the Economic Development pod needs to meet every month.

**Rod:** We will work with the co-moderators to put that together.

**Question from Audience:** I would like to know who builds the rail cars. Has this committee taken any position on who builds the cars, a Japanese or American company? If not, why?

**Tunua Thrash:** I don't have an answer. We will discuss with Metro to learn these answers.

**Comment:** Metro is set to vote on that issue. Metro is looking to buy a total of 235 cars. Unfortunately there is no current American based company that produces railcars. There are only three bidders bidding on this contract. A Japanese company, a German company and a Spanish company. The only one who has large scale production and jobs in U.S. is Siemen (German). The vote is happening on Monday.

**Arna Fulcher:** I think CLC needs to take a position on this. Work with urban League. We cannot mandate or dictate who gets the contract but to make sure there is an opportunity for local hire to make sure we are involved with "who" gets hired on this line. Every little widget.... The company has to understand that people of color will be involved in this project.

**Tunua Thrash:** If it pleases the CLC council, the co-chairs will meet with L.A. county and the Urban League to draft a letter in regards to our perspective on the purchase of the trains to be drafted for Monday.

**Meeting adjourned: 8:22pm.**