



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
213.922.7555 Tel
213.922.7447 Fax
washingtonp@metro.net

Metro

April 17, 2018

Elon Musk, Founder and CEO
Attn: Steve Davis
Sam Teller
The Boring Company
Hawthorne, California

~~Elon~~
Mr. Musk,

The Los Angeles County Metropolitan Transportation Authority (Metro) has appreciated the discussions our staff has had with you and your staff on our shared vision to revolutionize transportation in Los Angeles County. We would like to continue this partnership, especially as it relates to your interest in building a proof of concept tunnel under Sepulveda Boulevard.

As you know, Metro is conducting an environmental study process on the Sepulveda Transit Corridor project that was approved by LA County voters in November 2016 as part of the Measure M sales tax measure. Metro is interested in discussing any engineering thus far by The Boring Company for your tunnel project to ensure that your project doesn't interfere with our Sepulveda project.

We are aware of your request to the City of Los Angeles for an excavation permit for construction of the tunnel. It's important for you to know that based on Metro's legal authority through state law (Public Utilities Code section 130252(a)), all plans proposed for the design, construction, and implementation of public mass transit systems or projects in Los Angeles County must be submitted to Metro for approval. I suggest that Metro and The Boring Company commit to cooperating through our respective planning and engineering efforts to ensure that our projects are compatible.

It is our belief that our efforts at delivering transportation innovation across the region can be best optimized through a continued partnership. We would like to meet with you and your staff as soon as possible so that we can better understand our respective goals and how our projects can best meet the needs of the people of Los Angeles County.

Please let me know when your team is available for a meeting.

Thank you in advance for your cooperation.

Sincerely,

Phillip A. Washington
Chief Executive Officer

cc: Metro Board of Directors



Michael Espinosa <michael.espinosa@lacity.org>

Fwd: Public Comment Regarding Council File: 17-1342-S1

9 messages

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 7:14 AM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
213-978-1025
213-978-1027 - FAX
Mail Stop 160-01



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

From: **Sean Meredith** <seanwademeredit@gmail.com>

Date: Mon, Apr 16, 2018 at 5:42 PM

Subject: Public Comment Regarding Council File: 17-1342-S1

To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.

A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.

Clerk, please include this email in the official record.

Sean Meredith
4507 Finley Ave, Apt 10
Los Angeles, CA 90027
///
323-397-4934

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 7:17 AM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
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Mail Stop 160-01



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From: **Brian Lauter** <blauter@gmail.com>
Date: Mon, Apr 16, 2018 at 9:07 PM
Subject: Public Comment Regarding Council File: 17-1342-S1
To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.
A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.
Clerk, please include this email in the official record.

Anna Martinez <anna.martinez@lacity.org> Tue, Apr 17, 2018 at 7:52 AM
To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

--

Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
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----- Forwarded message -----

From: **Beatris Megerdichian** <beatris_megerdichian@icloud.com>
Date: Mon, Apr 16, 2018 at 9:19 PM
Subject: Public Comment Regarding Council File: 17-1342-S1
To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.
A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.
Clerk, please include this email in the official record.

Sent from my iPhone

Anna Martinez <anna.martinez@lacity.org> Tue, Apr 17, 2018 at 7:52 AM
To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

--

Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
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Mail Stop 160-01



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

From: **Guillermo Pardo** <gpardo725@gmail.com>
Date: Mon, Apr 16, 2018 at 9:57 PM
Subject: Public Comment Regarding Council File: 17-1342-S1
To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378. A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor. Clerk, please include this email in the official record.

Anna Martinez <anna.martinez@lacity.org>
To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Tue, Apr 17, 2018 at 7:52 AM

Please see email below.

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Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
213-978-1025
213-978-1027 - FAX
Mail Stop 160-01



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

From: **Benjamin Steele** <bcsteele1@gmail.com>
Date: Tue, Apr 17, 2018 at 12:05 AM
Subject: Public Comment Regarding Council File: 17-1342-S1
To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378. A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.

The City has declined to issue CEQA waivers for substantially shorter Metro projects like the Regional Connector, which underwent a full EIR and was impacted by a lawsuit at massive taxpayer expense. Councilman Koretz in particular has been unafraid to aid in the abuse of the CEQA process to block desperately needed housing across the City and maintain the car-centric, lethal status quo of its streets by any means necessary - reducing planned bus lanes, eliminating bike lanes, and consistently championing the supremacy of the automobile. Hundreds die every year in this city, and thousands more suffer, because Koretz and this Council regard the intensifying homelessness and transit safety crises as trivialities secondary to the need for a total stasis benefitting only the most privileged.

But even by his standards, Koretz and the Council have outdone themselves with this proposed permit: it simultaneously constitutes a breathtaking transfer of legal liability from a profitless company onto the City's books, a violation of both the text and intent of the CEQA infill statute (when Koretz would never consent to such an exemption for a housing or a transit line), a serious impediment - for corporate gain and at deliberately unknowable public cost - to Metro's ongoing plans to service the Sepulveda Pass corridor, and an open-ended commitment of civic resources to bolster the fantasy that limitless speed in a single-occupancy vehicle is not just plausible in an urban context, but is in fact the only proper use of transit resources.

As proposed, of course, this project will never serve as a meaningful mode of mass transport. The lanes are too small, the use of space (automobiles in a narrow tunnel?) is too inefficient; the exit spacing, connections between tunnels, and tunnel entrance/egress (unwieldy elevators that might be able to dump 100 cars/hour into surface traffic?) show few signs of being seriously thought through. If implemented without tolls, it will solve traffic in the same way that freeway widenings have solved Los Angeles traffic (i.e., not at all), though with less impact; if implemented with tolls, it offers a solution to traffic in the sense that private helicopter ownership has solved Los Angeles traffic (not at all, but a handful of multimillionaires enjoy it).

This proposed council action represents a dangerous diversion from good governance and the public interest in favor of an unworkable muscle-car fantasy. It demands that the City assume legal liabilities for exactly the type of project that CEQA was intended to oversee - a role which cannot be waived at this Council's whim. It must be rejected.

Sincerely,
Benjamin Steele

Clerk, please include this email in the official record.

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 8:52 AM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
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----- Forwarded message -----

From: **Jonathan Weiss** <jw@lojw.com>

Date: Tue, Apr 17, 2018 at 8:49 AM

Subject: Public Comment Regarding Council File: 17-1342-S1

To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.

A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.

Clerk, please include this email in the official record.

Jonathan Weiss

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 9:38 AM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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Anna Martinez
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----- Forwarded message -----

From: **Karen Stasevich** <karenstasevich@gmail.com>

Date: Tue, Apr 17, 2018 at 9:35 AM

Subject: Public Comment Regarding Council File: 17-1342-S1

To: CityClerk@lacity.org

Hi, I'm concerned that the Boring Co tunnel will have a large negative impact on Metro's expansion plans, which were voter-approved and incredibly important. I'm also concerned about allowing the company to bypass the environmental impact review, since it is clear that they broke up a larger project into smaller ones to get the exemption.

Best,

Karen Stasevich

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.

A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.

Clerk, please include this email in the official record.

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 10:46 AM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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Anna Martinez
Office of the City Clerk

200 N. Spring St., Rm. 360
Los Angeles, CA 90012
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213-978-1027 - FAX
Mail Stop 160-01



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

From: me@gruizortega.com <me@gruizortega.com>
Date: Tue, Apr 17, 2018 at 10:42 AM
Subject: Public Comment Regarding Council File: 17-1342-S1
To: CityClerk@lacity.org

The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.
A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors and harm me as a transit user and future user of the Sepulveda Pass Transit Corridor.
Clerk, please include this email in the official record.

Thanks,
Gilberto Ruiz-Ortega

Gilberto Ruiz-Ortega
Professional Human Being™
me@gruizortega.com
209.324.1104

Anna Martinez <anna.martinez@lacity.org>
To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Tue, Apr 17, 2018 at 11:47 AM

Please see email below.

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Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
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213-978-1027 - FAX
Mail Stop 160-01



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

From: **Mehmet Berker** <mehmetikberker@gmail.com>
Date: Tue, Apr 17, 2018 at 11:46 AM
Subject: Public Comment Regarding Council File: 17-1342-S1
To: CityClerk@lacity.org
Cc: Jay Greenstein <jay.greenstein@lacity.org>, paul.koretz@lacity.org, Robert Oliver <robert.oliver@lacity.org>

Dear City Clerk,

As a transit-dependent resident of the City of Los Angeles, I am appalled at the language and intent of Council File 17-1342-S1. It would, in essence, sell off one of the most valuable underground Rights of Way in LA County to a private entity, potentially prohibiting, or vastly increasing the cost of, a major transit project.

This transit project in question is the Sepulveda Transit Corridor, and it already has funding through not one, but *two* voter-approved bond measures, Measure R, and more recently, Measure M. The planning for the Sepulveda Transit Corridor has been ongoing for years.

Nowhere in the Council File, or Boring Company documents from what I can surmise, is there mention of partnering with Metro, or of tunneling a proof of concept tunnel that would be compatible with this effort. To approve such a shortsighted and myopic proposal would waste millions of LA County taxpayer funding if the tunnel precludes or hinders the Sepulveda Transit Corridor. Furthermore, it would, by potentially adding detours or otherwise altering any future Sepulveda Transit Corridor, significantly lower the service and quality of life for myself and all other Metro customers.

Furthermore, there are some specific legal objections to granting this exemption, cited below.

- The City cannot issue a permit without conducting a full Environmental Impact Report, as the project is unusual and only one of multiple phases in violation of PRC Section 15378.
- A permit would violate Metro's PUC 130051.12(a)(4) right to review and approve rail corridors.

Lastly, I do not object from private enterprise working to build a potential public transportation network. However, besides the basic care that any such system would complement, be compatible, and work with Metro (the public transportation authority for LA County), any such system must adhere to the same CEQA standards that would apply to Metro. Metro has to go through a whole CEQA process for all subways it builds, and -- unless The Boring Company is talking about a tunnel on its own property (similar to the tunnel in Hawthorne) -- it should go through the same process.

The Boring Company and the City of Los Angeles should, at the very least, choose a Right of Way, not included in any plans for a potential underground alignment by Metro for any potential proof of concept tunnel.

Please include this email in the official record.

Thank you,

Mehmet

--

Mehmet Berker
Cartography // GIS // Graphic Design

mehmetikberker@gmail.com
mehmetberker.com
c.651.470.8605



Michael Espinosa <michael.espinosa@lacity.org>

Fwd: I oppose CF 17-1342-S1 and The Boring Company's QEQA exemption in CD5

1 message

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 7:52 AM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

--

Anna Martinez

Office of the City Clerk

200 N. Spring St., Rm. 360

Los Angeles, CA 90012

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

From: **Nathan Lucero** <nathan@nlucero.com>

Date: Mon, Apr 16, 2018 at 10:40 PM

Subject: I oppose CF 17-1342-S1 and The Boring Company's QEQA exemption in CD5

To: CityClerk@lacity.org

Cc: joan.pelico@lacity.org, Paul Habib <Paul.Habib@lacity.org>

Los Angeles Office of the City Clerk,
I oppose CF 17-1342-S1.

I do not agree with the QEQA exemption for the Boring Company tunnel, I want to see full environmental review, and I am very concerned it will preclude Metro's Sepulveda corridor subway.

We need more subways, not a proof-of-concept project for car-tunnels. We need to move away car infrastructure. We have spent decades building car infrastructure and it only induces demand and makes more car congestion. Stop.

Best,

Resident of CD14
Nathan Lucero



Michael Espinosa <michael.espinosa@lacity.org>

Fwd: Public Comment Regarding Council File: 17-1342-S1 (OPPOSE)

1 message

Anna Martinez <anna.martinez@lacity.org>

Tue, Apr 17, 2018 at 12:49 PM

To: Michael Espinosa <michael.espinosa@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

--

Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
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213-978-1027 - FAX
Mail Stop 160-01



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

From: **michael macdonald** <michael.s.macdonald@gmail.com>

Date: Tue, Apr 17, 2018 at 12:45 PM

Subject: Public Comment Regarding Council File: 17-1342-S1 (OPPOSE)

To: CityClerk@lacity.org

Cc: paul.koretz@lacity.org, jay.greenstein@lacity.org

Dear City Clerk,

I write as a resident of the City of Los Angeles, and one who voted in favor of Measure M to increase mobility options including quality transit within Los Angeles County. I am concerned and appalled at the language and intent of Council File 17-1342-S1. It would, in essence, sell off one of the most valuable underground Rights of Way in L.A. County to a private entity, potentially prohibiting—or vastly increasing the cost of—a major transit project that is already in the works.

This transit project in question, the Sepulveda Transit Corridor, already has funding through two voter-approved bond measures, Measure R in 2008, and more recently, Measure M in 2016. The planning for the Sepulveda Transit Corridor has been ongoing for years with wide communication to the public for input and voter-approval of funding.

I see no mention within the Council File or Boring Company documents of any plans to coordinate with Los Angeles County Metro, or of tunneling a proof of concept tunnel that would be compatible with Metro's effort for regional transit. To approve such a shortsighted and myopic proposal would waste millions of L.A. County taxpayer funding if the tunnel precludes or hinders the Sepulveda Transit Corridor. Furthermore, it would—by potentially adding detours or otherwise altering any future Sepulveda Transit Corridor—significantly lower the service and quality of life for myself and all other existing and potential Metro customers.

Further, there are some specific legal problems to granting this exemption:

1. The City cannot issue a permit without conducting a full Environmental Impact Report per Public Resources Code Section 15378, as the project is unusual and only one of multiple phases.
2. Issuing a permit to the Boring Company without Metro review would violate Public Utilities Code Section 130051.12(a) (4) right to review and approve rail corridors.

I do not object outright to a private enterprise working to build a potential public transportation amenity. However, in addition to the basic care that any such system must complement and be compatible with the work of Metro (the public transportation authority for L.A. County), such a system must adhere to the same CEQA standards that would apply to

Metro. Metro is required to proceed with a CEQA process for all subterranean mobility projects that it builds. So long as The Boring Company is proposing a tunnel project on public land or in a public right of way, it should be required to proceed with the same CEQA process. A privately owned system should not be provided with a unique advantage or reduction in regulation that would allow it to undercut the value and service of our publicly-owned transit systems.

I OPPOSE the motion as written and urge the City to drop this motion and/or revise it to coordinate with the ongoing and planned projects being considered by Los Angeles County Metro.

Please include this email in the official record.

Thank you,
Michael MacDonald
Glassell Park