

**From:** [Shawn Salazar](#)  
**To:** [Remedios, Douglas@CATC](#)  
**Cc:** [Taylor, Tanisha@CATC](#); [Williams, Benjamin@CATC](#); [Driller, Brigitte@CATC](#); [Zamora, Cherry@CATC](#); [Gordon, Christine D@DOT](#); [Mitchell, Denise@DOT](#); [Jimenez, Dylan@CATC](#); [Pray, Jon J@CATC](#); [Behrens, Justin@CATC](#); [Hall, Justin@CATC](#); [Harris, Kevin@DOT](#); [Golaszewski, Paul@CATC](#); [Linker, Sasha@DOT](#)  
**Subject:** Action Item 83 (Roberti Item FMV Buyer) On The CTC meeting Agenda For June 25th-26th. Buyers Testimony Letter; Request To Postpone Sale Approval For a Later CTC Meeting Pending Audit Investigation, Litigation & Legislation Amendments.  
**Date:** Monday, June 22, 2026 3:17:13 PM

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Good Afternoon Commission,

Thank You for the opportunity to provide a letter of written testimony to request a delay in our sale approval on behalf of myself (Shawn Salazar) and my Mother (Linda Ponce) who are both the current tenants and purchasers of our Caltrans owned property.

As stated previously, my Mother and I live in a Caltrans owned home located at 5532 Templeton St. Los Angeles, CA, 90032 in El Sereno California. We have lived at this residence for 33 years and counting. The area we reside is commonly referred to as the 710 Corridor. We have waited 33 years to purchase our home from the state (Caltrans) and we seem to now be at that stage in the process but it is against our will due to the intense scrutiny and major allegations being brought against Caltrans for the way they have failed to uphold fair, transparent and legal practices while administering the SR 710 sales program in accordance with State Law!

Our FMV sale is set to be approved at the CTC meeting on June 25th-26th. We are on item 83 on the agenda titled (Roberti Item FMV buyer) I am writing you all this letter today on behalf of myself, and my Mother to request the CTC to postpone our sale approval vote until some of the major issues and accusations against Caltrans sales practices are resolved. I am requesting, at the very least, to be given an approval date for some time in the beginning of 2027 but will be open to any extension the commission will grant. My Mother and I wish to remain in full compliance of our sale agreement with Caltrans and do not want to jeopardize or breach our sale agreement in any way at this time and we only wish to postpone our CTC vote for sale approval at a later meeting. We wish to fully reserve our first right to purchase our home from Caltrans and have no intention of giving up this right of ours.

Caltrans is currently being investigated by the California State auditor and Law Makers of all three cities amongst the corridor for many major issues and allegations brought forth by tenants amongst the 710 corridor. One very important accusation Caltrans is facing is the way they have denied low income tenants like my family our legal right to purchase our home at an affordable cost due to us being to low income, or rather, Too poor to purchase our home at an affordable cost. Caltrans claims they

have the right to deny my Mother and I our lawful right to buy our home at an affordable price according to the Roberti Act. Countless tenants, Lawmakers, Lawyers and activists believe Caltrans has absolutely no right to deny us this lawful right of affordable homeownership which is why these major investigations, legislation and Lawsuits have been brought against Caltrans. The postponement of our approval to allow a state audit to conclude is necessary to protect my families rights to purchase our home in compliance with state law as the Roberti Act intended.

On top of the major state audit investigation against Caltrans there is also lawmakers from all three cities of the 710 corridor seeking amendments to the Roberti Act in the form of (AB2329) which is meant to protect the tenants rights while buying these homes from Caltrans. The bill (AB2329) was proposed and put into effect because of the way Caltrans is refusing to allow tenants to claim the cost of major repairs needed to make our homes safe and livable after decades of major neglect by Caltrans and differing maintenance since the 60's. The Roberti Act mandates Caltrans to do so now but Caltrans is violating state law and not allowing us to claim the cost of repairs by deducting them from the FMV of the home. This is another main reason why our sale should be postponed until this bill can protect our rights that Caltrans is ignoring while selling us our home at FMV in accordance with the Roberti Act. The fact that Caltrans has overpriced our home at FMV while not taking into account ALL major repairs needed to make the home safe and livable should be another main reason for the CTC to allow this issue to be resolved before Caltrans forces me to buy my home at this overpriced FMV price which is in defiance of State Law.

Another huge concern for my family buying our home at this very moment is the fact that there is currently an active lawsuit in the Los Angeles superior court filed against Caltrans for denying extremely low income families like mine our legal right to purchase our home at an affordable cost as the Roberti Act mandates. The fact that my family is apart of this group of tenants amongst the 710 corridor that have been deemed Too Poor To Purchase our home from Caltrans and Caltrans is being sued because of this is another major reason why the CTC should understand the legality of attempting to push our FMV sale through while we wait for this verdict to be determined before being forced to buy at FMV.

Caltrans has coerced my Mother and I into signing this FMV sale agreement in threat of us losing our first right to buy our home. In threat of me and my Mother being evicted and forced out of our home we have waited years to purchase, we were left no other option by Caltrans to purchase our home but at the current offer at FMV. All the major scrutiny being brought against Caltrans has not slowed them down at all and they continue to issue me deadlines that I do not agree with due to the fact I have no confidence in moving forward with this sale at this time due to the fact I believe Caltrans is not abiding by state law while selling me my home! It should not be a problem for Caltrans to simply allow for these major allegations against them to play out before railroading me into this FMV purchase right now. They have been unwilling to grant any extensions and aim to close escrow on my sale only 60 days after CTC approval which is why the Commission bust vote to postpone this sale approval of my home until some of these major issues are resolved!

It seems as though being a long term tenant in excellent standing with Caltrans means absolutely nothing to them and they refuse to issue extensions while facing major scrutiny for the way they have administered this program.

I am also currently working with assembly member Jessica Caloza's office and she is attempting to get clear answers from Caltrans for denying my family our lawful right to purchase our home at an affordable cost. Rob Chua from Caloza's office has not been given the information from Caltrans that he has needed to review my case which is a major red flag that Caltrans is illegally denying my family our lawful right to purchase our home at an affordable cost. I am requesting to be given this postponement of approval for this reason as well. Caltrans is attempting to push my sale through without giving my assembly member clear answers as to why and how exactly they have denied my family our lawful right of affordable homeownership. My assembly member Jessica Caloza has also requested a pause on my sale from Caltrans until the audit is complete and Caltrans has been unwilling to pause. Mike Fong did the same thing for his constituents in South Pasadena and Caltrans also ignored him.

I do not wish to buy my home from Caltrans under illegal, unfair and unethical terms. The fact that all of these major allegations against Caltrans is taking place right when they are railroading me into my sale despite me demanding them to hold off until I am for certain Caltrans has complied with state law while selling me my home is a major red flag that Caltrans wishes to get ahead of these allegations and close my sale before major consequences come there way and they are held accountable for there actions!

I must be clear that my main request and purpose of this letter is to request the CTC to postpone my sale approval vote of item 83 on the June agenda to a later meeting. All of these matters above should be more than sufficient for the commission to do the right thing and make the right choice to allow my family to buy our home with confidence that Caltrans has complied with state laws while selling us our property. I wish for some of these major issues to be resolved before moving forward with my sale and I wish to stay in full compliance of my sale agreement with Caltrans until that happens. Caltrans constantly threatens to sell my home to HREs if I don't buy my home from them at FMV right now and I do not wish to give up my first right to buy my home from Caltrans and I must make that extremely clear.

I am asking the commission for the postponement on my sale approval vote and I believe I deserve this as a long term Caltrans tenant who only wishes for Caltrans to abide by state law while selling me my home. I don't think I am asking for much, only legality and accountability and the desire to buy my home with confidence that Caltrans did not take advantage of my family while selling me my home in accordance with State Law.

Thank You,

-Shawn Salazar

**From:** [Tim Ivison](#)  
**To:** [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)  
**Cc:** [glowster323@gmail.com](mailto:glowster323@gmail.com)  
**Subject:** Re: Agenda Item 83  
**Date:** Monday, June 22, 2026 3:46:44 PM

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Greetings Commissioners,

Caltrans Tenants in El Sereno, South Pasadena, and Pasadena have recently requested that the legislature announce an immediate moratorium on sales in the 710 Corridor. In the meantime, **we respectfully request that the California Transportation Commission postpone approval of any sales of occupied residential property in the corridor.**

The introduction of AB2329 (Fong, Pérez) proposes much-needed clarifications to Roberti Act home prices, as well as the priorities and mechanisms for sale. While this will undoubtedly improve outcomes for tenant-purchasers in 2027, many tenants are facing deadlines NOW, in the spring and summer of 2026. These are tenants with serious concerns about signing contracts and making financial commitments while pending legislation may actually change the pricing, terms, and procedures in a matter of nine months.

Simultaneously, the legislative process is taking place under the shadow of a California State Audit of the 710 sales program, which was requested after widespread allegations of substandard accounting, inspections, contracting, and appraisals reported by tenant-purchasers. While the audit will continue for at least the next six months, tenants are experiencing these illicit practices NOW.

While sales continue, Caltrans is still able to proceed with suspicious pricing, aggressive contract negotiations, and a myriad of building code and health and safety code violations. Without intervention, these serious problems will be inherited by disadvantaged home buyers, and the costs and risks ultimately transferred to the cities and districts in which these homes are located.

Caltrans tenants feel that they are under duress. There is widespread confusion about the manner in which the law and the regulations are being applied by Caltrans and their real estate contractor, Veterans Realty Group. There is a lack of uniform, accurate information, and an immediate need for advocacy and legal aid.

We respectfully but urgently request that you postpone approval of Agenda Item 83, and all further Caltrans sales in the corridor, to protect tenants and to give the state an opportunity to put the sales program on a proper, equitable path towards completion.

Best Regards,  
Tim Ivison

**From:** [David Corrales](#)  
**To:** [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)  
**Subject:** Caltrans Tenant Experience / Item #83 on the agenda  
**Date:** Monday, June 22, 2026 3:55:44 PM

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Hi Douglas,

My name is David Corrales, and my family has lived in a Caltrans-owned home on Bellefontaine Street in Pasadena for more than 30 years. I am an elderly resident who has spent decades caring for and maintaining this property while waiting for clarity regarding its future under the SR-710 program.

From the very beginning, my experience attempting to purchase my family's longtime home has been extraordinarily difficult. The process has been stressful, burdensome, and, at times, felt harassing and intimidating. Despite my repeated efforts to comply with every request made by Caltrans and its representatives, the requirements, expectations, and financial demands have continually changed, making it increasingly difficult to understand what was required to purchase the home.

Throughout this process, my family has demonstrated our commitment and financial ability to purchase the property. We provided lender prequalification and financing support at multiple levels, including approximately \$1.5 million, \$1.7 million, and ultimately \$2.0 million. We also supplied proof of funds on numerous occasions, including documentation showing approximately \$165,000, \$200,000, \$256,000, and later approximately \$400,000 available toward the purchase.

Despite repeatedly demonstrating our financial capability, the required cash contribution and down payment expectations continued to increase. Ultimately, we were informed that approximately \$492,250 would be required. As a result, the financial requirements appeared to be a moving target throughout the process.

Concerned about the condition of the home and the fairness of the valuation, we hired our own independent professionals to evaluate the property. These included a licensed home inspector, an independent appraiser, and a contractor experienced in residential rehabilitation work.

The findings were significant.

Our independent appraisal valued the property approximately \$350,000 lower than the appraisal relied upon by Caltrans. At the time our appraisal was prepared, our appraiser did

not have access to comparable sales data involving other Caltrans-owned or SR-710 properties. We repeatedly requested information regarding similar Caltrans transactions so that our appraiser could better evaluate the property's value.

The home inspection and contractor evaluations documented extensive deferred maintenance and repair needs. Based on those assessments, the estimated cost to restore the home to a decent, safe, sanitary, and livable condition exceeded \$675,000. These costs included aging systems, deferred maintenance, and significant repairs that would be required before the home could reasonably be considered fully habitable.

We provided Caltrans with the inspection reports, contractor estimates, photographs, and independent appraisal documenting these conditions. Nevertheless, we were presented with a valuation that appeared to rely heavily on comparisons to homes in substantially better condition—homes with updated kitchens, modern electrical systems, recent renovations, landscaping improvements, and other upgrades that do not exist at our property.

As a result, we believe the actual condition of the home has not been adequately reflected in the proposed purchase price. Requiring a long-term tenant to pay a price based on properties in significantly better condition, while simultaneously assuming responsibility for more than \$675,000 in repairs, creates a substantial financial burden.

Perhaps most concerning is that our experience does not appear to be unique. Through conversations with other residents throughout the SR-710 corridor, we have heard similar concerns regarding property valuations, qualification requirements, changing financial expectations, and the difficulty of purchasing homes that families have occupied for decades.

This issue extends beyond my family's situation. It raises broader questions about whether long-term residents are being given a fair opportunity to remain in the communities they have helped build and sustain. After more than 30 years in this home, my goal has always been simple: to purchase the home my family has cared for and continue living in the neighborhood we call home.

I am sharing my experience so that community leaders, elected officials, neighborhood organizations, and fellow residents can better understand what many long-term SR-710 tenants may be facing as these sales move forward.

*Respectfully,*

David Corrales (626) 372-9604

Pasadena, California

**From:** [Chris Ponce](#)  
**To:** [Remedios, Douglas@CATC](mailto:Remedios_Douglas@CATC)  
**Cc:** [Jason Brown](#); [Mitchell Tsai](#); [Grace Holbrook](#); [Christine Maralit](#); [Ananya Raghavan](#); [Omar Corona](#)  
**Subject:** URGENT: Agenda Item No. 83 Public Comment – Caltrans District 7 Escrow Failure, Contracting Fraud, and Material Financing Impairment  
**Date:** Monday, June 22, 2026 4:05:21 PM

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June 22, 2026

Douglas Remedios California Transportation Commission 1120 N Street, MS-52 Sacramento, CA 95814

**RE: Integrated Public Comment & Formal Notice of Severe Programmatic Non-Compliance, Environmental Fraud, and Statutory Violations by Caltrans District 7 – Property: 5536 Templeton Street, Los Angeles, CA 90032 (Roberti Act Escrow) CTC Meeting: June 25, 2026 (Folsom, CA) / Agenda Item No. 83**

Dear Mr. Remedios and Honorable Commissioners,

We are writing to you as 20-year residents of Los Angeles and active escrow contract buyers under the Roberti Act affordable housing surplus property program (CA Gov. Code § 54235 et seq.). Our escrow with the California Department of Transportation (Caltrans) opened in December 2023. We are submitting this integrated statement and fully aligned legal analysis for the formal record regarding **Agenda Item No. 83** for the upcoming June 25, 2026, Commission meeting.

The closure of our affordable housing purchase transaction has been systematically derailed by documented gross negligence, building and safety violations, environmental fraud, unlicensed contracting practices, and active public records suppression by Caltrans District 7 and its primary contractor, Amerivet Contracting. Because the CTC maintains direct allocation and oversight authority over Caltrans asset management and surplus property funding, we urge the Commission to intervene. Caltrans is actively exposing the State of California to severe civil liability while impairing our mandatory, state-backed CalHFA and federal HUD/FHA purchase financing.

## **I. EXECUTIVE SUMMARY OF MATERIAL FAILURES & INTEGRATED LEGAL CLAIMS**

Our purchase financing is predicated on strict adherence to state-backed CalHFA, federal FHA, and HUD habitability, safety, and structural requirements. The property formally failed a mandatory HUD/FHA loan inspection on March 4, 2026, due to severe, systemic contractor defects, placing our financing in immediate jeopardy. Rather than correcting these issues legally, Caltrans personnel and their prime contractor have engaged in a pattern of regulatory evasion that directly violates the following local and state frameworks:

### **1. Defective Property Maintenance & Breach of "Good Working Order" Mandates**

- **Factual Findings:** Caltrans has systematically failed to maintain the residence in a safe, habitable condition. Documented hazards include active and exposed knob-and-tube wiring, non-compliant electrical systems, hazardous attic insulation/uncertified testing with subsequent amendments, an unstable structural foundation with severe floor slope variances, and a cracked, unsealed chimney structure. Due to these unmitigated defects, the property formally failed the mandatory March 4, 2026 HUD inspection.
- **Legal & Contractual Alignment:** The property's Covenants, Conditions, and Restrictions

(CC&Rs) Section 3.2 explicitly requires Caltrans to maintain the property in “good working order” consistent with all applicable local and state laws. Caltrans’ failure to remedy these hazards constitutes a direct, material breach of this covenant.

- **Critical Contractual Breach — Section 6 (Permit Contradiction):** Under Section 6 (Closing Costs & Prorations) of the active Sales Contract, Caltrans is contractually obligated to secure all city-required inspections and/or occupancy permits. Caltrans’ administrative claim of being exempt from local municipal permits is directly inconsistent with the express contractual language and state program requirements. This breach effectively blocks underwriting, obstructs the legal transfer of title, and violates standard municipal code compliance prerequisites.

## 2. Non-Compliant Structural Foundation Repairs

- **Factual Findings:** Caltrans executed major structural foundation modifications on the property without obtaining engineered plan checks, without pulling Los Angeles Department of Building and Safety (LADBS) permits, without undergoing structural inspections, and without utilizing licensed engineers or geologists registered under the Board for Professional Engineers, Land Surveyors, and Geologists (BPELSG).
- **Legal Alignment:** Los Angeles Municipal Code (LAMC) Chapter IX, Article 1 strictly mandates permits and formal inspections for all structural repairs and stabilization modifications. Furthermore, CC&Rs Section 3.2 requires absolute adherence to all applicable local laws, and California Government Code § 54235 (The Roberti Act) mandates that surplus residential transfers be delivered in habitable, fully compliant conditions. The unpermitted structural alterations also stand in direct violation of State Route-710 sales program compliance rules under 21 CCR § 1475 et seq.

## 3. Unpermitted Utility Alterations (Unlicensed Electrical Fraud)

- **Factual Findings:** Late in October 2025, Amerivet Contracting knowingly retained an unlicensed, non-C10 electrical subcontractor—Ray Chinn Construction, Inc. (RCCI) of Bakersfield—to perform extensive electrical upgrades. CSLB verification confirms RCCI lacks a mandatory C-10 Electrical license. This unlicensed work created immediate fire and life-safety hazards discovered during the HUD inspection, including ungrounded sheet metal panels placed over active, degraded cloth wiring, non-compliant kitchen exhaust wiring, and unsafe overhead garage wiring. The current condition of the utility infrastructure supports the objective necessity of a total electrical rewire.
- **Legal Alignment:** California Business & Professions Code § 7028 strictly prohibits unlicensed contracting, making it a misdemeanor offense. The LAMC Electrical Code independently mandates municipal permits for all electrical alterations. Because Sales Contract Sections 2(e) and 6 require permit-compliant, habitable systems as a condition for financing and legal transfer, these unpermitted utility failures directly block mandatory HUD/FHA/CalHFA underwriting approvals.

## 4. Mismanagement of Hazardous Materials & Asbestos Disturbance

- **Factual Findings:** Between October 2025 and May 2026, Caltrans and its agents engaged in severe regulatory non-compliance regarding hazardous materials:
  - *Critical Safety and Containment Failures:* Management repeatedly permitted personnel to enter the attic space without establishing mandatory asbestos containment protocols. For seven months, uncertified workers continuously disturbed, pulverized, and migrated loose vermiculite insulation directly into our living spaces. On January 12, 2026, Amerivet deployed an uncertified technician lacking Certified Asbestos Consultant (CAC) supervision to execute an uncontained, dry breach of the attic hatch to pull bulk samples without required regulatory notifications under South Coast AQMD Rule 1403.
  - *Deficient Testing and Record Falsification:* On May 12, 2026, Kenny Arnold of Amerivet

Contracting issued a formal "Client-Change" directive to LA Testing to retroactively alter and amend the illegal January laboratory reports (LA Testing Order #322600802) in an explicit attempt to simulate regulatory compliance four months after the initial disturbance.

- *Statutory Non-Compliance Certification:* On May 19, 2026, SCAQMD Public Records Coordinator Joyce Chan issued an official agency certification (Control No. 1438510) verifying that neither Caltrans nor Amerivet Contracting filed the mandatory Rule 1403 asbestos notifications or environmental surveys for structural work conducted at the property in January 2026.
- *Formal Regulatory Enforcement:* On May 27, 2026, SCAQMD Air Quality Inspector Carlos De Haro issued a formal written determination under **Enforcement Complaint #439248** officially declaring the contractor's asbestos records to be illegal and non-compliant with district regulations.
- **Legal Alignment:** California Labor Code §§ 6501.5 and 6501.9 mandate strict asbestos identification and the use of registered, certified contractors prior to any structural disturbance in pre-1978 buildings. 8 CCR § 1529 legally mandates containment, negative-pressure barriers, and direct CAC oversight. Caltrans' actions created a direct environmental health hazard and represent an unmitigated breach of environmental safety statutes and CC&Rs Sections 3.1(a) and 3.2.

## 5. Bad Faith Suppression of Public Records (CPRA)

- **Factual Findings:** To prevent the exposure of this fraud before our escrow options expire, Caltrans Legal Analyst Maria Raptis intercepted our formal California Public Records Act (CPRA) request on May 18, 2026, issuing an administrative notice to delay production of the records until July 28, 2026 (Reference # R050717-050726).
- **Legal Alignment:** This 60-day extension stands in facial violation of the statutory boundaries set by **California Government Code § 7922.535(b)**, which strictly prohibits CPRA agency extensions from exceeding 14 days. This represents an institutional effort to suppress material evidence of environmental contamination and contracting fraud until after our active escrow deadlines expire.

## II. CORE FACTUAL CHRONOLOGY & TIMELINE

- **December 2023:** Entered into formal purchase escrow with Caltrans under the Roberti Act affordable housing surplus program.
- **February 2024 (Initial HUD Inspection):** Initial mortgage-mandated inspection cited extensive code violations, severe termite damage, active dry rot, electrical violations, living room moisture, and defective site grading causing improper water pooling and structural eastern floor slope slippage.
- **Late October 2025:** Physical structural and electrical work commenced on-site utilizing unlicensed subcontractor RCCI.
- **January 2026 – Present (Executive Notice):** Assistant Director of Caltrans District 7, Dan Murdoch, was directly included and CC'd on all critical email compliance logs beginning in early January 2026. Legal Analyst Maria Raptis of the District 7 Legal Department was systematically added to these detailed chains in mid-February 2026.
- **January 12, 2026:** Unauthorized, uncontained dry breach of the attic space occurs, triggering hazardous material migration.
- **January 22, 2026:** Amerivet/Caltrans retained "The Testing Agency" to conduct a "Limited Asbestos Survey" that entirely omitted the contaminated attic space.
- **February 2026 (Funding Cutoff):** Caltrans Project Manager Jason Ngo formally notified the

purchasers that he would refuse to authorize any additional funding for necessary repairs, inspections, or safety mitigation, arbitrarily stating the floor slope was "within variance."

- **March 4, 2026 (HUD / CalHFA Inspection Failure):** Property officially fails its mandatory HUD/FHA loan inspection due to hidden knob-and-tube wiring, a kitchen sub-panel door replaced with painted sheet metal (with contractors telling us the inspector "does not need to open it"), electrical tape over wire nuts inside the main panel, unaddressed floor joists, faulty sub-home cripple walls, roof drainage pooling, and fraudulent/incomplete termite repairs.
- **April 2026:** Amerivet permitted six independent commercial electricians to enter the attic space sequentially, heavily trampling and pulverizing the loose vermiculite insulation directly above the bedroom living area.
- **April 23, 2026 (Tenant Harassment Site Incident):** Caltrans Representative Karen Lee arrived for a scheduled inspection and exhibited hostile conduct, refusing to leave the premises when ordered, stating she did not have to provide credentials because Caltrans owns the property. The confrontation was witnessed by neighbors. This constitutes a facial violation of **California Civil Code § 1927** (Breach of Covenant of Quiet Enjoyment) and **California Code of Civil Procedure § 527.6** (Civil Harassment).
- **April 26, 2026:** Filed a formal written complaint via email to Caltrans leadership detailing hostile conduct and contractor licensing concerns.
- **May 6, 2026 (Formal Escalation to District 7 Leadership):** Escalated the compliance matter via email directly to Sushilkumar N. Chaudhari, Right of Way Deputy Director Dan Murdock, and 16 other District 7 leadership officials; Caltrans leadership maintained total administrative silence, establishing direct institutional bad faith.
- **May 7, 2026:** Comprehensive CPRA request filed with Caltrans demanding all contracts, change orders, and toxic material logs.
- **May 12, 2026:** Amerivet retroactively alters laboratory data via LA Testing Order #322600802.
- **May 18, 2026:** Caltrans Legal Division issues its unlawful CPRA delay notice extending out to July 28, 2026.
- **May 19, 2026:** SCAQMD certifies via Control No. 1438510 that no asbestos records or Rule 1403 notifications were ever filed by Caltrans or Amerivet for January 2026.
- **May 20, 2026:** SCAQMD Inspector Carlos De Haro conducts a physical site inspection under Enforcement Complaint #439248.
- **May 22, 2026:** SCAQMD formally issues its Record Withholding Notice, declaring that all internal investigative records regarding Complaint #439248 are protected from public disclosure under the Law Enforcement / Pending Litigation Exemption, validating the severity of the active file.
- **May 27, 2026:** Inspector Carlos De Haro issues his official written enforcement ruling via email explicitly declaring the structural survey and attic testing illegal and non-compliant.
- **May 28, 2026 (Site Abandonment):** At 9:00 AM and 11:10 AM, Caltrans and contractors attempted to force an attic re-inspection. Upon our condition of entry demanding validation of CSLB licensing and environmental certifications on camera, the entire state-hired team packed their gear, abandoned the site, and fled. At 2:25 PM, Caltrans Agent Sara Martinez issued an email canceling the work and explicitly requesting a discussion to suppress our recording of Caltrans representatives.

### III. WHISTLEBLOWER PROTECTIONS & RIGHTS

As active purchasers and tenants documenting these administrative, health, and consumer safety

failures, we retain all absolute statutory rights under the laws of the State of California. No clause, recital, or provision within a state-managed contract or real estate transaction may suppress, penalize, or retaliate against individuals reporting public safety violations to proper regulatory authorities. We are fully protected under:

- **California Labor Code § 1102.5:** Prevents retaliation against individuals documenting and reporting compliance failures to oversight bodies.
- **California Government Code § 8547 et seq. (The California Whistleblower Protection Act):** Strictly prohibits retaliation or misconduct by state agencies or state officials against individuals who expose public health hazards, administrative malfeasance, and statutory non-compliance.

#### **IV. REQUIRED COMMISSION OVERSIGHT & ACTION**

Caltrans District 7 leadership has maintained total administrative silence despite being put on formal notice of structural hazards, public health violations, and contractor licensing crimes occurring on a state-managed property asset. As a state agency funded and overseen by the California Transportation Commission, Caltrans cannot be permitted to use automated bureaucratic delays, record concealment, and predatory tenant harassment to run out the clock on an active affordable housing escrow.

We respectfully request that the Commission review the allocations and administrative oversight structures associated with Caltrans District 7 surplus properties under **Agenda Item No. 83**, and compel Caltrans to resolve these compounding liabilities immediately through the following comprehensive remedies:

1. **Fund an Independent Forensic Audit & Abatement:** Mandate that Caltrans fund a comprehensive, third-party forensic environmental remediation of the entire living space (pursuant to an independent, Certified Asbestos Consultant-designed Rule 1403 Procedure 5 plan) alongside a complete rip-out and re-installation of the electrical infrastructure by a legitimately licensed C10 contractor.
2. **Enforce Specific Performance:** Compel Caltrans to deliver the property fully compliant with CalHFA financing regulations, federal HUD/FHA habitability guidelines, and California environmental and building codes under our original December 2023 agreement boundaries by an absolute deadline of **September 1, 2026**.

We have a meticulously organized, comprehensive evidence library—including video logs of contractor site flight, altered laboratory reports, and written SCAQMD enforcement rulings—fully prepared for formal judicial review. If Caltrans fails to meet this timeline or deliver the property in full compliance, we are fully prepared to initiate immediate civil litigation pursuing damages and specific performance based on this systemic pattern of unlawful conduct.

We thank you for your immediate attention to this breakdown of administrative accountability.

Respectfully submitted,

**Jason Brown & Christopher Ponce**

*Tenant-Occupants and Active Escrow Purchasers*

5536 Templeton Street

Los Angeles, CA 90032

**From:** [Chuck Fata](#)  
**To:** [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)  
**Subject:** Agenda 83  
**Date:** Monday, June 22, 2026 4:41:25 PM

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Item 83 on the agenda. There needs to be a pause to give ab2923 time to pass for all of us.

Chuck Fata  
1109 Columbia st  
South Pasadena Ca.  
Sent from my iPhone

**From:** [CT Tenants](#)  
**To:** [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)  
**Cc:** [glowster323@gmail.com](mailto:glowster323@gmail.com)  
**Subject:** Agenda item 83  
**Date:** Monday, June 22, 2026 4:30:21 PM

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Dear Douglas,

We request that no sales be voted on until legislation is enacted and the audit is concluded to protect tenants rights.

Item 83 should not be allowed to be voted on yet. The item must be postponed to be approved at a later meeting and hopefully tenants are given relief by then and some of these issues are resolved by then.

Sincerely,  
Caltrans Tenants

--



[ctttenants@gmail.com](mailto:ctttenants@gmail.com)

**From:** [Libby Curiel](#)  
**To:** [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)  
**Subject:** Re: Item 83 on the CTC Agenda for June meeting.  
**Date:** Monday, June 22, 2026 4:50:33 PM

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I am writing to demand that the California Transportation Commission hold Caltrans and its contractor, Veterans Realty Group (VRG), accountable for the injustices they continue to inflict through their mishandling of the 710 home sales process.

Please take the following actions immediately:

1. Pause all home sales for any tenant who requests a pause, and take action to protect those tenants before anything further is done with the properties in question.
2. Remove Caltrans and VRG from the sales process entirely, and replace them with an independent party with no self-interest in the outcome — following the precedent set in 1979, when home sales were handled through the Department of Housing and Community Development and completed within two years.

These actions are necessary because:

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- Libby

**From:** [Fanny Guzman](#)  
**To:** [Libby Curiel](#)  
**Cc:** [Remedios, Douglas@CATC](#)  
**Subject:** Re: Item 83 on the CTC Agenda for June meeting.  
**Date:** Monday, June 22, 2026 4:57:03 PM

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Item 83 should not be voted on at this time. Any action authorizing or advancing these home sales must be postponed until pending legislation has been enacted and the ongoing audit has been completed. Proceeding before these processes conclude risks further harm to tenants and undermines their legal rights and protections.

I respectfully urge the California Transportation Commission to postpone consideration of Item 83 and to direct an immediate pause on all 710 corridor home sales for any tenant who requests one. This pause should remain in place until outstanding legal, procedural, and equity concerns have been fully addressed and tenants are afforded the protections and relief they deserve.

I am also calling on the Commission to hold Caltrans and its contractor, Veterans Realty Group (VRG), accountable for their continued mishandling of the 710 home sales process and to take the following actions immediately:

1.

**Pause all home sales** for tenants who request a delay and implement measures to protect those tenants before any further action is taken regarding the affected properties.

2.

**Remove Caltrans and Veterans Realty Group from the sales process** and appoint an independent third party with no financial or institutional interest in the outcome. This would follow the precedent established in 1979, when home sales were administered through the Department of Housing and Community Development and completed efficiently and fairly.

These actions are necessary because:

- The market sales process and related contracts effectively shift onto tenants and future buyers the risks and liabilities that Caltrans has avoided addressing for decades, further compounding the consequences of longstanding mismanagement and abuse of authority.
- The current sale prices do not reflect applicable law or the true fair market value of these properties given their condition.
- Multiple tenants have been unfairly and, in some cases, unlawfully denied eligibility to purchase their homes and have instead been forced into market-rate sales.
- Sales of comparable properties to housing-related entities and local governments, including some used as comparable sales in market appraisals, demonstrate that many of these homes require substantial investment simply to meet basic safety and habitability standards.
- The stress, uncertainty, and financial burden imposed on tenants throughout this process warrant meaningful relief and compensation. At a minimum, tenants deserve purchase opportunities at prices that accurately reflect property conditions, rehabilitation costs, and the legal rights afforded to affordable-housing-eligible tenants.

Caltrans and VRG have repeatedly demonstrated bias, exercised discretion in ways that disadvantage tenants, and failed to provide a fair and transparent sales process. Their actions have eroded public trust and raised serious concerns regarding discrimination, accountability, and compliance with the law. Given this record, they should not continue to oversee or administer these sales.

The Commission should not allow Item 83 to move forward until these concerns have been addressed, the audit has been completed, and pending legislative efforts have had an opportunity to provide additional protections and remedies for affected tenants.

I urge the California Transportation Commission to act now: postpone Item 83, pause all requested home sales, protect tenants' rights, and establish an independent process that ensures fairness, transparency, and justice for the residents who have endured decades of uncertainty and hardship.

The Reclaiming Our Homes Grassroots Movement (ROH GM)

Fanny Guzman  
She/They/Them

Educate yourselves because we will need all your intelligence.

Be excited because we will need all your enthusiasm.

Organize because we will need all your strength.

--Antonio Gramsci

On Mon, Jun 22, 2026 at 4:50 PM Libby Curiel <[libbycuriel@gmail.com](mailto:libbycuriel@gmail.com)> wrote:

I am writing to demand that the California Transportation Commission hold Caltrans and its contractor, Veterans Realty Group (VRG), accountable for the injustices they continue to inflict through their mishandling of the 710 home sales process.

Please take the following actions immediately:

1. Pause all home sales for any tenant who requests a pause, and take action to protect those tenants before anything further is done with the properties in question.
2. Remove Caltrans and VRG from the sales process entirely, and replace them with an independent party with no self-interest in the outcome — following the precedent set in 1979, when home sales were handled through the Department of Housing and Community Development and completed within two years.

These actions are necessary because:

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