
From: Michael Meade <[REDACTED]>
Sent: Monday, June 8, 2026 4:38 PM
To: Police Commission
Subject: Meeting 6/9/2026 Opposition to Consent Agenda Item "M"
Attachments: Statement in Opposition to Hollywood Car Carrier V2.pdf

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Dear Sirs,

Please see attached opposition to consent agenda Item "M".

Statement in Opposition to the Recommendation of Hollywood Car Carrier as an Official Police Garage

I respectfully urge the Commission to reject the recommendation to award Official Police Garage (OPG) services for Rampart Division to Hollywood Car Carrier.

For more than fifty years, OPG contracts have been among the most sought-after and exclusive service agreements within the Los Angeles Police Department. Historically, the selection process has recognized the qualifications, experience, and performance of incumbent operators, creating a predictable framework for contract renewals and service continuity.

In recent years, OPG operators have faced declining impound volumes and significantly increased operating costs. As a result, there have been few outside bidders for OPG contracts. This is largely due to the longstanding understanding that incumbent operators would generally seek renewal and be viewed as the most qualified candidates. Consequently, other operators have often been reluctant to invest the substantial time and expense required to prepare competitive bids.

This appears to have been the case with Rampart Division. Existing OPG and other operators did not submit bids because there was a reasonable expectation that Viertel's Rampart would seek renewal of its contract. By the time it became known that the operator would not continue, the opportunity for neighboring OPG operators and others to participate meaningfully in the process had effectively passed.

Under these circumstances, the Department had an established alternative available. According to CID, the original contingency plan was to divide Rampart Division among existing OPG operators, consistent with the model currently being used in North Hollywood. Following the loss of Archer's Vineland, service responsibilities were distributed among neighboring OPG operators, and that system remains in place today. North Hollywood has never been rebid, nor has a replacement OPG been selected.

Why was the same approach not utilized for Rampart Division?

The recommendation to award OPG responsibilities to a company that is not currently an OPG operator represents a significant departure from longstanding practice. More importantly, it was not the only available option.

According to the Department, the Commission Investigation Division selected an operator from a list of California Highway Patrol-approved towing vendors. However, that list reportedly contains more than two dozen approved towing companies, including several located in or near Rampart Division. Why was Hollywood Car Carrier selected over all other available operators, particularly when it is not located within the Rampart service area?

If the Department chose to select a provider from a CHP-approved vendor list rather than utilize neighboring OPG operators, what criteria were used to identify and select Hollywood Car Carrier? How many companies were considered? What factors distinguished Hollywood Car Carrier from the other approved vendors?

Having been involved in and around the OPG system for more than forty years, this recommendation is inconsistent with how OPG contracts have historically been handled. Over that time, my father and I as well

many others participated in multiple OPG bidding opportunities, cumulatively investing hundreds of thousands of dollars, hiring attorneys, preparing and submitting proposals. Despite those efforts, myself and most others were unsuccessful on many occasions. That experience reflects the competitive and rigorous nature of the OPG selection process.

If Hollywood Car Carrier is qualified to perform OPG services, why was the company not required to compete through a formal bidding process? The recommendation before the Commission suggests that a contract opportunity that historically required extensive qualifications, preparation, and competition may now be filled simply by selecting a company from an existing vendor list. Such a departure from longstanding practice warrants careful scrutiny.

For these reasons, I respectfully request that the Commission refrain from approving this recommendation and instead require that the Rampart OPG opportunity be rebid through a formal and competitive process, allowing all interested and qualified operators an equal opportunity to participate.

I further request that the Department provide clear answers to the following questions:

1. Why was neighboring OPG coverage not utilized, as it was in North Hollywood?
2. Why was Hollywood Car Carrier selected from the CHP-approved vendor list, and what criteria were used?
3. How many approved towing companies were considered, and why were other qualified operators not selected?
4. Why is the Department pursuing an award to a non-OPG operator rather than utilizing existing OPG resources?
5. Why was a formal competitive process not conducted?
6. What circumstances make the established contingency model unsuitable for Rampart Division?
7. Were all available alternatives fully evaluated, and if so, why were they rejected?

These questions deserve thorough examination before any final action is taken. The integrity of the Official Police Garage program, the fairness of the procurement process, and public confidence in Department contracting practices depend upon a complete and transparent review of this recommendation.

From: Los Angeles Citizen <[REDACTED]>
Sent: Monday, June 8, 2026 4:57 PM
To: Police Commission
Subject: BOPC 6-9-26 public comment

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Comrade Mayor Bass,

What a difference a week makes! It is clear that the fraudulent voting system in Los Angeles is doing everything it can to prevent Spencer Pratt, the independent reformer candidate, from challenging the corrupt one party political system that just keeps on cheating and defrauding the people! It is time for the federal government to come to Los Angeles, the LA County Registrar Norwalk, and uncover and expose the rampant voter fraud and election corruption that has disenfranchised our citizens in LA!

The Feds should have had an undercover investigation taking place in this election and I hope they did. The lack of faith in our L.A. City elections is well-founded. Los Angeles is the embarrassment of the nation with such a corrupt and inept system of counting votes that the very legitimacy of our local government is in question!

Unless the federal government investigates and rectifies this situation of election tampering and stealing, I will not consider the results of this election legitimate.

This election fraud theft is a "crime in progress" and must be stopped. The fish stinks from the head and this fish is a bASS. Corruption in City Hall and at the L.A. County Registrar top has rotted the entire fish! The whole situation Stinks!

As Comrade Mayor Bass well knows, Comrade Stalin famously said, "It's not the people who vote that count, it's the people who count the votes".

One out of many concerned citizens,
Steve Reilly